



Sight Distance Survey

Using the Finished Product



**Washington State
Department of Transportation**

CLEAR SIGHT DISTANCE

This is the clear sight distance between the target, at 3.50' above the roadway surface on the lead vehicle, and the eyesight level at 3.50' above the roadway surface of the computer operator in the tracking vehicle.

The range of clear sight distance between the two vehicles is based on the Manual Uniform Traffic Control Devices: (MUTCD). WSDOT views the guidelines given in the MUTCD as minimum sight distance. Since we have no control over environmental conditions outside the plane of the roadway surface, our surveys are confined to within that plane. The environment outside of the roadway surface consists of any surface that is not part of the paved roadway. The paved roadway includes the paved shoulders outside of the fog lines. The only exception to this rule is in the case of slow vehicle turnouts, chain up lanes, or exceptionally wide shoulder areas. In these cases the survey should be confined to the lanes of travel. This is to assure that vehicles and other temporary obstructions will not hinder sight distance.

BEGINNING AND ENDING CLEAR LINE OF SIGHT

When the target on the lead vehicle, as seen from the tracking vehicle, has crossed the edge of the roadway surface or has disappeared behind a hill, the target is considered unavailable. This is where clear line of sight ends. When the target returns within the confines of the roadway surface, and the line of sight is unobstructed, the target is again available, thus beginning the clear line of sight. The zone between where line of sight ends and where line of sight begins is referred to as the “no-sight zone”. If the distance between no-sight zones is less than 400' then the zones should be joined to form a continuous no-sight zone. (See the MUTCD - Appendix A)

Vertical Curves

On a vertical curve, the beginning of the no-sight zone is the point just prior to the targets disappearing from sight. The ending of the no-sight zone is when there is clear sight distance between the lead and tracking vehicles, and the entire roadway surface is in view. The object is to assure that the roadway surface itself will not cause an obstruction to the sight distance (see Figure 1A).

Horizontal Curves

The start of the no-sight zone, for a right hand horizontal curve, is when the target on the right hand side of the lead vehicle breaks the tangent of the roadway surface. The same theory is true for a left hand horizontal curve, except that the target on the left side of the vehicle is used (see Figure 1B).

SPEED ZONES

Range Of Separation

Use the following chart to establish the proper range of separation. For more information in determining proper range of separation refer to the WSDOT Design Manual (Section 630.01 [3]); the MUTCD (Section 3B-5); and the AASHTO Manual, located in Appendix A.

Speed Limit (MPH)	Desired Separation (Feet)
30	500
40	600
50	800
60	1000
70	1200

Beginning Of Speed Zones

Speed zones are based on posted signs unless other information is provided. Some examples of other information are:

- Off peak 85 percentile
- Roadway inventories
- Sign logs
- Striping logs
- Qualified personnel

This information must be provided in a user-friendly format for optimum efficiency.

FIGURE 1A
VERTICAL CURVE

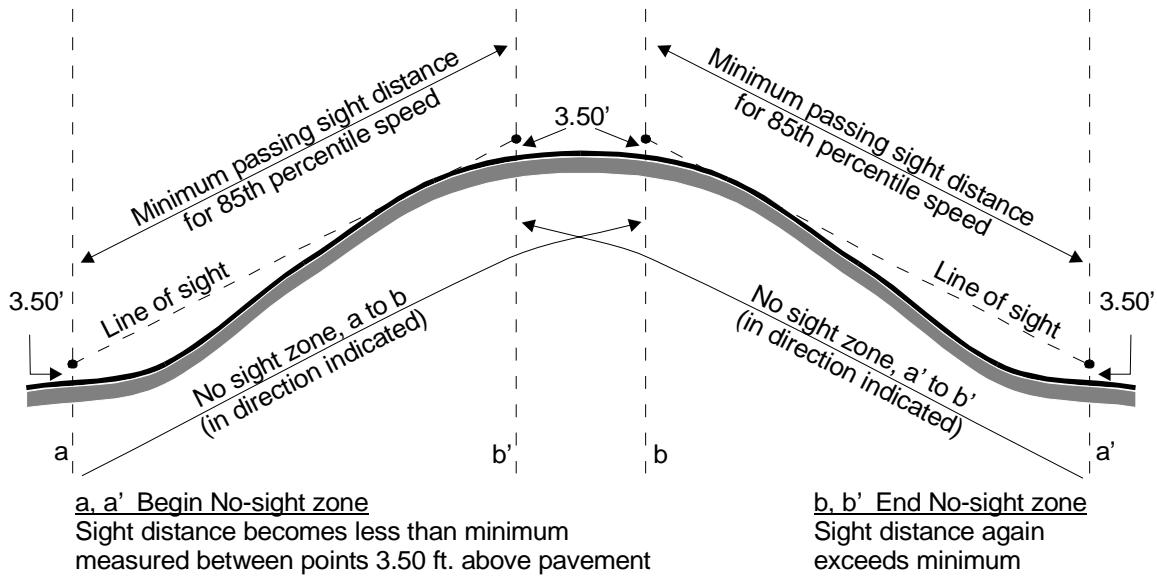
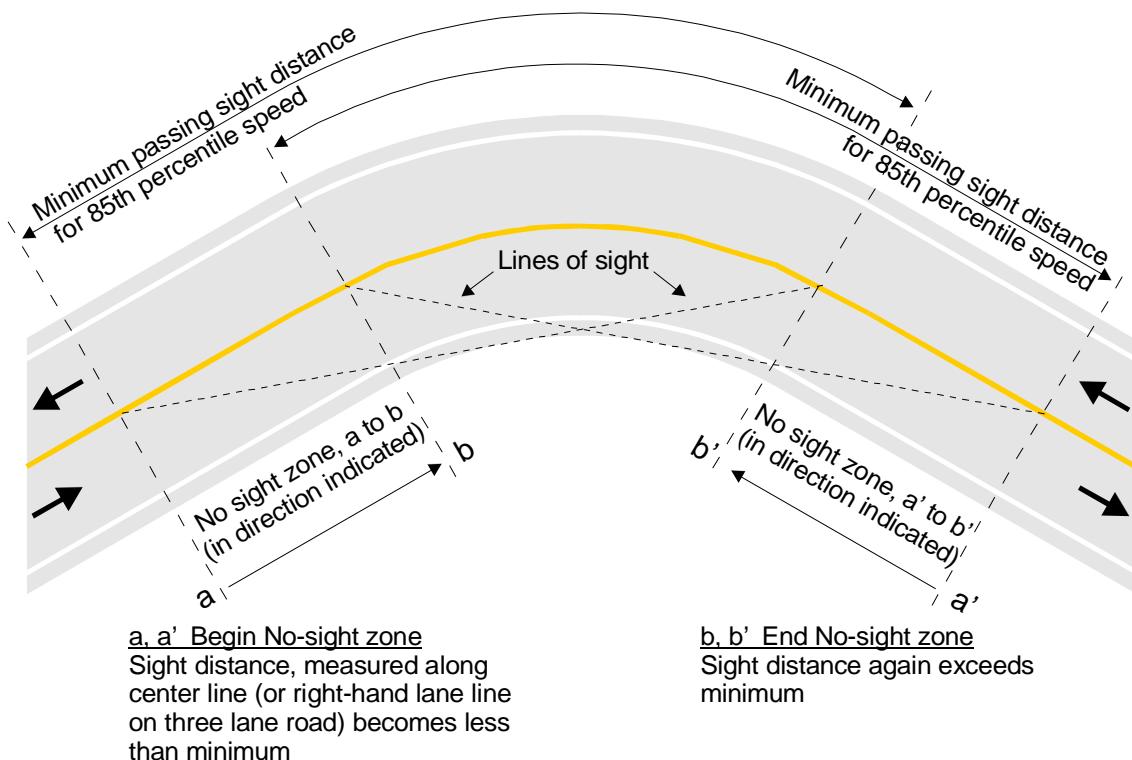


FIGURE 1B
HORIZONTAL CURVE



Note: for both vertical and horizontal curves, no-sight zones in opposite directions may or may not overlap depending on alignment.

THE FINAL PRODUCT

The final product consists of a computer diskette containing all of the data from the surveyed routes in report form utilizing the PDF format. This data is in raw form and should not be used to establish striping. Other factors such as intersections, congestion, and accident rates, need to be taken into consideration. Our role is to establish clear sight distance only. The Transportation Data Office does not accept responsibility for striping.

The data consists of numerous records (see sample of a survey at the end of this document). The number of records depends on the length of the survey. Each line on the printed document represents one record. Each record consists of six fields. They are:

- ARM (Accumulated Route Miles) or SRMP (State Route Mile Post) or Both
- Posted Speed
- Desired Separation
- Actual Separation
- Feature / Event
- Comment

The following is a description of each of these fields.

ARM

Sight Distance Survey is performed in both the increasing and decreasing lanes of travel. The increasing direction begins at ARM value 0.00 if the number of lanes in each direction is one. If the beginning of the route is multi lanes in each direction, then the survey starts at the ARM value where the route returns to one lane in each direction. Inversely, decreasing starts at the highest ARM value and descends to ARM value 0.00 or goes until route turns into multi lanes. See sample of the survey at the end of this document. The increasing survey is read from top to bottom, as normal. The decreasing survey however is read from bottom to top.

POSTED SPEED

This column indicates what the speed limit is or when changes occur. These speed zone changes occur at the posted signs unless otherwise instructed. These speed zone changes affect the desired separation (as the speed limit increases and or decreases, so does the desired separation).

DESIRED SEPARATION, ACTUAL SEPARATION, AND ERROR

The *desired separation* is derived from looking up the posted speed on the tables found in the MUTCD, Pg. 3B-8, and the WSDOT Design Manual Pg. 630-631 (see Appendix A).

The *actual separation* is the actual distance between the lead and tracking vehicles at the time the event was recorded, while the *error* is the difference between desired and actual separation.

Desired Separation / (DSEP) will be on the hard copy.

Actual Separation / (ASEP) will be on the hard copy.

COMMENT

Comments are added at the start, and during and at the end of the survey. This is to help identify the direction of inventory and various other features.

This survey is designed to give the engineer accurate data for clear sight distance only. Some other factors affecting no-sight zones are as follows:

- Design speed
- High volume areas
- Accident rates
- Channelization
- Special request zones
- Truck Crossing, etc.

These factors are **not** considered when the sight distance survey is conducted. Please refer to the MUTCD and other design manuals for additional information.

Event Column Examples

Speed Limit --- (?) MPH

BEGIN SURVEY

END SURVEY

BEG. NO SIGHT

END NO SIGHT

CHANGE MILEPOST or CHECK MILEPOST --- at a known point with an ARM value from the Trips Highway Log the survey crews will synchronize their distance measuring instruments, DMIS to the same value, and clear any true path errors. These records can also occur if the survey crew needs to end a survey early, and return at another time.

Error

- The separation of the two survey vehicles at the start and end of the routes. May have a large error number.
- Positive numbers - actual separation is less than desired, (example, 35 means we were 35 feet too close, to correct this go to that Milepost and measure back 35 feet)
- Negative numbers - actual separation is more than desired, (example, -35 means we were 35 feet too far back.)

Possibly you may wish to correct this and to do so go to that Milepost and measure 35 feet forward or you may wish to leave it alone and the zone would be longer than needed. This will work at the BEG. NO SIGHT and also at the END NO SIGHT.

Note: It is always better to have the BEG. NO SIGHT as close as you can, plus or minus 20 feet than it is when you END NO SIGHT, because END NO SIGHT isn't as critical as a BEG. NO SIGHT.

How to use the data with the State Highway Log

- We tie to or set up at a known feature in the Highway Log.

Examples Are: (Bridge seats, Uxings, Intersections, or a reference point that is in the highway log).

- The survey is only conducted where there are only one-lane road surfaces in each direction. Not multi-lanes and divided highways.
- The crews determine a starting point by using the road log and choosing a starting point where the road surface is one and one and picking a known feature. At times the survey may start increasing or decreasing within multi-lanes so they are able to establish their needed separation gap, before entering the section of road where the surface goes into one and one.
- The survey is conducted using ARM and not SRMP, because of equations and other factors with SRMP. The completed data will show both ARM and SRMP, and the user will need to decide which to use. We recommend ARM.
- Make sure your DMI's are calibrated and correct up frequently on a known feature, if a road log is being used, or by using the data provided. If not, use the DMI mileage or milepost from the chase vehicle. See sample of the survey in back of this document under event (Pertaining to Change Mile Post) and comment (Pertaining to a Known Feature From The Road Log or a Known Object That You May Put a Mile Post On)
- When using the data and you have any questions or concerns, please contact **Lee Arnold**, Transportation Planning Specialist of the Transportation Data Office (TDO), Roadway Branch, by phone at **360-570-2360** or by email at arnoldl@wsdot.wa.gov

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
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SR014 M M DATE **2005/10/03 09:17:16.00** DIRECTION **D**

0.000	0.000	20 MPH	2004	20	500	0	500	
0.000	0.000	20 MPH	2004	20	500	0	500	
0.000	0.000	20 MPH	2004	20	500	0	500	
12.410	12.400	END SURVEY	2004	55	900	342	558	NW 6TH AVE UXING
12.889	12.880	END NO SIGHT	2004	55	900	911	-11	
13.273	13.260	BEG. NO SIGHT	2004	55	900	918	-18	
19.835	20.090	END NO SIGHT	2004	55	900	871	29	
19.925	20.170	BEG. NO SIGHT	2004	55	900	895	5	
20.075	20.330	END NO SIGHT	2004	55	900	909	-9	
20.209	20.460	BEG. NO SIGHT	2004	55	900	917	-17	
21.056	21.310	END NO SIGHT	2004	55	900	906	-6	
21.193	21.440	BEG. NO SIGHT	2004	55	900	923	-23	
21.292	21.540	55 MPH	2004	55	900	815	85	
21.447	21.700	END NO SIGHT	2004	50	800	822	-22	
22.905	23.160	BEG. NO SIGHT	2004	50	800	783	17	
22.989	23.240	END NO SIGHT	2004	50	800	822	-22	
23.817	24.070	BEG. NO SIGHT	2004	50	800	787	13	
23.876	24.130	END NO SIGHT	2004	50	800	806	-6	
24.483	24.730	BEG. NO SIGHT	2004	50	800	791	9	
24.537	24.790	END NO SIGHT	2004	50	800	807	-7	
26.111	26.360	50 MPH	2004	50	800	919	-119	
26.171	26.420	BEG. NO SIGHT	2004	55	900	953	-53	
26.712	26.960	END NO SIGHT	2004	55	900	923	-23	
27.501	27.750	BEG. NO SIGHT	2004	55	900	908	-8	
27.731	27.980	END NO SIGHT	2004	55	900	924	-24	
28.239	28.490	BEG. NO SIGHT	2004	55	900	902	-2	
28.649	28.900	END NO SIGHT	2004	55	900	889	11	
29.350	29.600	BEG. NO SIGHT	2004	55	900	908	-8	
29.929	30.180	END NO SIGHT	2004	55	900	898	2	
30.626	30.880	BEG. NO SIGHT	2004	55	900	897	3	
30.874	31.120	END NO SIGHT	2004	55	900	915	-15	
31.276	31.530	BEG. NO SIGHT	2004	55	900	920	-20	
31.374	31.620	END NO SIGHT	2004	55	900	909	-9	
31.680	31.930	BEG. NO SIGHT	2004	55	900	922	-22	
31.793	32.040	END NO SIGHT	2004	55	900	886	14	
31.899	32.150	BEG. NO SIGHT	2004	55	900	904	-4	
32.015	32.270	END NO SIGHT	2004	55	900	879	21	
32.562	32.810	BEG. NO SIGHT	2004	55	900	903	-3	
32.893	33.140	END NO SIGHT	2004	55	900	923	-23	
33.124	33.370	BEG. NO SIGHT	2004	55	900	912	-12	
33.291	33.540	END NO SIGHT	2004	55	900	884	16	
34.764	35.010	BEG. NO SIGHT	2004	55	900	894	6	
34.849	35.100	END NO SIGHT	2004	55	900	931	-31	
35.726	35.980	BEG. NO SIGHT	2004	55	900	903	-3	
35.741	35.990	END NO SIGHT	2004	55	900	909	-9	
36.173	36.420	BEG. NO SIGHT	2004	55	900	884	16	
36.392	36.640	END NO SIGHT	2004	55	900	917	-17	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
37.277	37.530	BEG. NO SIGHT	2004	55	900	909	-9	
37.546	37.800	END NO SIGHT	2004	55	900	883	17	
37.833	38.080	BEG. NO SIGHT	2004	55	900	914	-14	
39.062	39.310	END NO SIGHT	2004	55	900	901	-1	
39.526	39.780	BEG. NO SIGHT	2004	55	900	898	2	
39.659	39.910	END NO SIGHT	2004	55	900	910	-10	
40.564	40.630	BEG. NO SIGHT	2004	55	900	899	1	
40.647	40.720	END NO SIGHT	2004	55	900	888	12	
40.922	40.990	BEG. NO SIGHT	2004	55	900	879	21	
41.076	41.150	END NO SIGHT	2004	55	900	886	14	
41.403	41.470	BEG. NO SIGHT	2004	55	900	879	21	
41.486	41.560	END NO SIGHT	2004	55	900	910	-10	
41.782	41.850	BEG. NO SIGHT	2004	55	900	921	-21	
41.882	41.950	END NO SIGHT	2004	55	900	889	11	
42.186	42.260	BEG. NO SIGHT	2004	55	900	914	-14	
42.308	42.380	END NO SIGHT	2004	55	900	898	2	
42.782	42.850	BEG. NO SIGHT	2004	55	900	894	6	
43.653	43.720	END NO SIGHT	2004	55	900	902	-2	
43.872	43.940	55 MPH	2004	55	900	635	265	
43.872	43.940	BEG. NO SIGHT	2004	25	500	515	-15	
44.060	44.130	25 MPH	2004	25	500	9,999	-9,499	
44.060	44.130	CHANGE MILEPOS	2004	25	500	9,999	-9,499	ROCK CREEK RD RIGHT
44.638	44.710	25 MPH	2004	25	500	469	31	
44.836	44.910	END NO SIGHT	2004	50	800	816	-16	
45.221	45.290	BEG. NO SIGHT	2004	50	800	800	0	
45.295	45.360	END NO SIGHT	2004	50	800	798	2	
45.798	45.870	BEG. NO SIGHT	2004	50	800	795	5	
46.113	46.180	END NO SIGHT	2004	50	800	798	2	
47.991	48.060	50 MPH	2004	50	800	867	-67	
48.346	48.420	BEG. NO SIGHT	2004	55	900	909	-9	
48.547	48.620	END NO SIGHT	2004	55	900	920	-20	
49.332	49.400	BEG. NO SIGHT	2004	55	900	898	2	
50.463	50.530	END NO SIGHT	2004	55	900	899	1	
50.564	50.630	BEG. NO SIGHT	2004	55	900	882	18	
50.742	50.810	END NO SIGHT	2004	55	900	879	21	
50.903	50.970	BEG. NO SIGHT	2004	55	900	902	-2	
50.988	51.060	END NO SIGHT	2004	55	900	911	-11	
51.410	51.480	BEG. NO SIGHT	2004	55	900	890	10	
51.786	51.860	END NO SIGHT	2004	55	900	891	9	
51.972	52.040	BEG. NO SIGHT	2004	55	900	914	-14	
52.017	52.090	END NO SIGHT	2004	55	900	913	-13	
52.518	52.590	BEG. NO SIGHT	2004	55	900	889	11	
52.702	52.770	END NO SIGHT	2004	55	900	911	-11	
53.032	53.100	BEG. NO SIGHT	2004	55	900	904	-4	
53.207	53.280	END NO SIGHT	2004	55	900	904	-4	
53.446	53.520	BEG. NO SIGHT	2004	55	900	889	11	
53.792	53.860	END NO SIGHT	2004	55	900	897	3	
54.091	54.160	BEG. NO SIGHT	2004	55	900	874	26	
54.684	54.750	END NO SIGHT	2004	55	900	894	6	

No-Passing Zone Survey (Route View) SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
54.781	54.850	BEG. NO SIGHT	2004	55	900	909	-9	
54.845	54.910	END NO SIGHT	2004	55	900	904	-4	
55.082	55.150	BEG. NO SIGHT	2004	55	900	885	15	
55.361	55.430	END NO SIGHT	2004	55	900	891	9	
56.298	56.370	BEG. NO SIGHT	2004	55	900	894	6	
56.533	56.600	END NO SIGHT	2004	55	900	906	-6	
56.860	56.930	BEG. NO SIGHT	2004	55	900	924	-24	
57.277	57.350	END NO SIGHT	2004	55	900	916	-16	
57.594	57.660	BEG. NO SIGHT	2004	55	900	891	9	
57.846	57.920	END NO SIGHT	2004	55	900	928	-28	
58.273	58.340	BEG. NO SIGHT	2004	55	900	965	-65	
58.351	58.420	END NO SIGHT	2004	55	900	936	-36	
59.753	59.820	BEG. NO SIGHT	2004	55	900	927	-27	
60.115	60.180	END NO SIGHT	2004	55	900	908	-8	
60.437	60.510	BEG. NO SIGHT	2004	55	900	881	19	
60.737	60.810	END NO SIGHT	2004	55	900	893	7	
60.887	60.960	BEG. NO SIGHT	2004	55	900	895	5	
61.356	61.430	END NO SIGHT	2004	55	900	905	-5	
61.868	61.940	BEG. NO SIGHT	2004	55	900	895	5	
61.979	62.050	END NO SIGHT	2004	55	900	904	-4	
62.143	62.210	BEG. NO SIGHT	2004	55	900	917	-17	
62.973	63.040	END NO SIGHT	2004	55	900	893	7	
63.060	63.130	BEG. NO SIGHT	2004	55	900	903	-3	
63.060	63.130	55 MPH	2004	55	900	9,999	-9,099	
63.113	63.180	55 MPH	2004	55	900	855	45	
63.534	63.620	END NO SIGHT	2004	50	800	810	-10	
63.853	63.940	BEG. NO SIGHT	2004	50	800	794	6	
63.903	63.990	END NO SIGHT	2004	50	800	795	5	
64.041	64.130	BEG. NO SIGHT	2004	50	800	793	7	
64.250	64.340	END NO SIGHT	2004	50	800	858	-58	
64.441	64.530	BEG. NO SIGHT	2004	50	800	884	-84	
64.465	64.550	END NO SIGHT	2004	50	800	803	-3	
64.676	64.770	50 MPH	2004	50	800	607	193	
64.739	64.830	BEG. NO SIGHT	2004	40	600	558	42	
65.466	65.560	END NO SIGHT	2004	40	600	618	-18	
65.650	65.740	BEG. NO SIGHT	2004	40	600	618	-18	
65.713	65.800	40 MPH	2004	40	600	558	42	
66.042	66.130	30 MPH	2004	30	500	450	50	
66.132	66.220	END NO SIGHT	2004	25	500	502	-2	
66.178	66.270	BEG. NO SIGHT	2004	25	500	504	-4	
66.488	66.580	25 MPH	2004	25	500	461	39	
66.784	66.870	END NO SIGHT	2004	35	550	556	-6	
66.869	66.960	35 MPH	2004	35	550	655	-105	
67.059	67.150	BEG. NO SIGHT	2004	60	1,000	1,008	-8	
67.158	67.250	END NO SIGHT	2004	60	1,000	1,012	-12	
67.330	67.420	BEG. NO SIGHT	2004	60	1,000	1,017	-17	
67.473	67.560	END NO SIGHT	2004	60	1,000	1,023	-23	
67.668	67.760	BEG. NO SIGHT	2004	60	1,000	983	17	
67.884	67.970	END NO SIGHT	2004	60	1,000	985	15	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
68.003	68.090	BEG. NO SIGHT	2004	60	1,000	1,012	-12	
68.058	68.150	END NO SIGHT	2004	60	1,000	1,021	-21	
68.945	69.030	BEG. NO SIGHT	2004	60	1,000	983	17	
69.341	69.430	END NO SIGHT	2004	60	1,000	1,019	-19	
70.286	70.380	BEG. NO SIGHT	2004	60	1,000	998	2	
70.471	70.560	END NO SIGHT	2004	60	1,000	994	6	
70.585	70.680	BEG. NO SIGHT	2004	60	1,000	996	4	
70.838	70.930	END NO SIGHT	2004	60	1,000	999	1	
70.993	71.080	BEG. NO SIGHT	2004	60	1,000	1,019	-19	
71.083	71.170	END NO SIGHT	2004	60	1,000	1,016	-16	
71.548	71.640	BEG. NO SIGHT	2004	60	1,000	1,017	-17	
71.803	71.890	END NO SIGHT	2004	60	1,000	1,005	-5	
72.521	72.610	BEG. NO SIGHT	2004	60	1,000	997	3	
72.723	72.810	END NO SIGHT	2004	60	1,000	1,004	-4	
73.230	73.320	BEG. NO SIGHT	2004	60	1,000	1,011	-11	
73.418	73.510	END NO SIGHT	2004	60	1,000	984	16	
73.593	73.680	BEG. NO SIGHT	2004	60	1,000	1,006	-6	
73.682	73.770	END NO SIGHT	2004	60	1,000	1,007	-7	
74.528	74.620	BEG. NO SIGHT	2004	60	1,000	995	5	
74.698	74.790	END NO SIGHT	2004	60	1,000	1,009	-9	
75.188	75.280	BEG. NO SIGHT	2004	60	1,000	969	31	
75.220	75.310	END NO SIGHT	2004	60	1,000	996	4	
75.550	75.640	60 MPH	2004	60	1,000	599	401	
75.580	75.670	BEG. NO SIGHT	2004	40	600	581	19	
75.874	75.960	40 MPH	2004	40	600	442	158	
76.119	76.210	END NO SIGHT	2004	30	500	93	407	
76.120	76.210	30 MPH	2004	30	500	47	453	
76.120	76.210	CHANGE MILEPOS	2004	30	500	47	453	SIXTH ST LEFT
76.364	76.450	30 MPH	2004	30	500	627	-127	
76.934	77.020	40 MPH	2004	40	600	843	-243	
77.154	77.240	BEG. NO SIGHT	2004	60	1,000	996	4	
77.277	77.370	END NO SIGHT	2004	60	1,000	1,016	-16	
77.419	77.510	BEG. NO SIGHT	2004	60	1,000	1,004	-4	
77.495	77.590	END NO SIGHT	2004	60	1,000	997	3	
77.671	77.760	BEG. NO SIGHT	2004	60	1,000	1,006	-6	
78.425	78.510	END NO SIGHT	2004	60	1,000	1,007	-7	
78.584	78.670	BEG. NO SIGHT	2004	60	1,000	986	14	
80.400	80.490	END NO SIGHT	2004	60	1,000	1,013	-13	
80.989	81.080	BEG. NO SIGHT	2004	60	1,000	1,007	-7	
81.213	81.300	END NO SIGHT	2004	60	1,000	1,006	-6	
81.352	81.440	60 MPH	2004	60	1,000	853	147	
81.394	81.480	BEG. NO SIGHT	2004	55	900	882	18	
82.064	82.150	END NO SIGHT	2004	55	900	919	-19	
82.341	82.430	55 MPH	2004	55	900	866	34	
82.532	82.620	BEG. NO SIGHT	2004	60	1,000	1,022	-22	
83.866	83.960	END NO SIGHT	2004	60	1,000	996	4	
83.996	84.090	BEG. NO SIGHT	2004	60	1,000	1,002	-2	
84.387	84.480	END NO SIGHT	2004	60	1,000	1,014	-14	
84.498	84.590	BEG. NO SIGHT	2004	60	1,000	993	7	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
84.896	84.990	END NO SIGHT	2004	60	1,000	1,014	-14	
85.019	85.110	BEG. NO SIGHT	2004	60	1,000	1,002	-2	
85.263	85.350	END NO SIGHT	2004	60	1,000	1,011	-11	
85.888	85.980	BEG. NO SIGHT	2004	60	1,000	1,014	-14	
85.983	86.070	END NO SIGHT	2004	60	1,000	987	13	
86.335	86.430	BEG. NO SIGHT	2004	60	1,000	1,001	-1	
87.082	87.170	END NO SIGHT	2004	60	1,000	1,022	-22	
87.227	87.320	BEG. NO SIGHT	2004	60	1,000	1,007	-7	
87.286	87.380	END NO SIGHT	2004	60	1,000	1,028	-28	
87.815	87.910	BEG. NO SIGHT	2004	60	1,000	1,005	-5	
88.335	88.430	END NO SIGHT	2004	60	1,000	1,000	0	
88.504	88.590	BEG. NO SIGHT	2004	60	1,000	1,002	-2	
89.174	89.260	END NO SIGHT	2004	60	1,000	1,000	0	
89.686	89.780	BEG. NO SIGHT	2004	60	1,000	1,001	-1	
90.036	90.130	END NO SIGHT	2004	60	1,000	998	2	
90.229	90.320	BEG. NO SIGHT	2004	60	1,000	1,000	0	
90.598	90.690	END NO SIGHT	2004	60	1,000	1,000	0	
90.870	90.960	BEG. NO SIGHT	2004	60	1,000	1,016	-16	
91.011	91.100	END NO SIGHT	2004	60	1,000	988	12	
91.952	92.040	BEG. NO SIGHT	2004	60	1,000	1,056	-56	
93.050	93.140	END NO SIGHT	2004	60	1,000	984	16	
95.568	95.660	BEG. NO SIGHT	2004	60	1,000	1,011	-11	
96.887	96.980	END NO SIGHT	2004	60	1,000	1,014	-14	
97.126	97.220	BEG. NO SIGHT	2004	60	1,000	1,024	-24	
97.375	97.470	END NO SIGHT	2004	60	1,000	1,001	-1	
97.608	97.700	BEG. NO SIGHT	2004	60	1,000	1,010	-10	
97.995	98.080	END NO SIGHT	2004	60	1,000	1,001	-1	
98.165	98.260	BEG. NO SIGHT	2004	60	1,000	1,003	-3	
98.302	98.390	END NO SIGHT	2004	60	1,000	996	4	
98.529	98.620	BEG. NO SIGHT	2004	60	1,000	1,011	-11	
100.580	100.670	60 MPH	2004	60	1,000	1,262	-262	
100.686	100.780	END NO SIGHT	2004	55	900	934	-34	
100.930	101.020	55 MPH	2004	55	900	2,116	-1,216	
100.930	101.020	BEG. NO SIGHT	2004	55	900	0	900	
100.930	101.020	CHANGE MILEPOS	2004	55	900	2,116	-1,216	END COIN SR097 SR097 RIGHT
101.350	101.440	CHANGE MILEPOS	2004	55	900	102	798	BEG COIN SR097
101.672	101.760	55 MPH	2004	55	900	1,042	-142	
102.640	102.730	BEG. NO SIGHT	2004	65	1,100	1,115	-15	
103.105	103.200	END NO SIGHT	2004	65	1,100	1,109	-9	
103.428	103.520	BEG. NO SIGHT	2004	65	1,100	1,095	5	
103.782	103.870	END NO SIGHT	2004	65	1,100	1,095	5	
104.052	104.140	BEG. NO SIGHT	2004	65	1,100	1,107	-7	
104.361	104.450	END NO SIGHT	2004	65	1,100	1,149	-49	
104.566	104.660	BEG. NO SIGHT	2004	65	1,100	1,094	6	
105.130	105.220	END NO SIGHT	2004	65	1,100	1,109	-9	
105.249	105.340	BEG. NO SIGHT	2004	65	1,100	1,118	-18	
105.328	105.420	END NO SIGHT	2004	65	1,100	1,117	-17	
105.420	105.510	BEG. NO SIGHT	2004	65	1,100	1,110	-10	
105.649	105.740	END NO SIGHT	2004	65	1,100	1,101	-1	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
106.141	106.230	BEG. NO SIGHT	2004	65	1,100	1,088	12	
106.316	106.410	END NO SIGHT	2004	65	1,100	1,101	-1	
106.581	106.670	BEG. NO SIGHT	2004	65	1,100	1,122	-22	
106.654	106.740	END NO SIGHT	2004	65	1,100	1,136	-36	
106.955	107.050	BEG. NO SIGHT	2004	65	1,100	1,079	21	
107.059	107.150	END NO SIGHT	2004	65	1,100	1,095	5	
107.155	107.250	BEG. NO SIGHT	2004	65	1,100	1,104	-4	
107.776	107.870	END NO SIGHT	2004	65	1,100	1,093	7	
107.894	107.980	BEG. NO SIGHT	2004	65	1,100	1,103	-3	
107.952	108.040	END NO SIGHT	2004	65	1,100	1,109	-9	
108.154	108.240	BEG. NO SIGHT	2004	65	1,100	1,112	-12	
108.247	108.340	END NO SIGHT	2004	65	1,100	1,079	21	
108.460	108.550	BEG. NO SIGHT	2004	65	1,100	1,074	26	
108.663	108.750	END NO SIGHT	2004	65	1,100	1,080	20	
108.873	108.960	BEG. NO SIGHT	2004	65	1,100	1,129	-29	
109.587	109.680	END NO SIGHT	2004	65	1,100	1,096	4	
109.962	110.050	BEG. NO SIGHT	2004	65	1,100	1,116	-16	
111.214	111.300	END NO SIGHT	2004	65	1,100	1,115	-15	
111.342	111.430	BEG. NO SIGHT	2004	65	1,100	1,101	-1	
112.503	112.590	END NO SIGHT	2004	65	1,100	1,104	-4	
112.661	112.750	BEG. NO SIGHT	2004	65	1,100	1,108	-8	
113.457	113.550	END NO SIGHT	2004	65	1,100	1,111	-11	
113.727	113.820	BEG. NO SIGHT	2004	65	1,100	1,116	-16	
114.312	114.400	END NO SIGHT	2004	65	1,100	1,093	7	
114.542	114.630	BEG. NO SIGHT	2004	65	1,100	1,101	-1	
114.859	114.950	END NO SIGHT	2004	65	1,100	1,091	9	
115.607	115.700	BEG. NO SIGHT	2004	65	1,100	1,131	-31	
116.242	116.330	END NO SIGHT	2004	65	1,100	1,107	-7	
116.461	116.550	BEG. NO SIGHT	2004	65	1,100	1,120	-20	
116.738	116.830	END NO SIGHT	2004	65	1,100	1,116	-16	
117.062	117.150	BEG. NO SIGHT	2004	65	1,100	1,113	-13	
117.144	117.230	END NO SIGHT	2004	65	1,100	1,115	-15	
117.509	117.600	BEG. NO SIGHT	2004	65	1,100	1,106	-6	
117.903	117.990	END NO SIGHT	2004	65	1,100	1,094	6	
118.105	118.190	BEG. NO SIGHT	2004	65	1,100	1,110	-10	
118.429	118.520	END NO SIGHT	2004	65	1,100	1,113	-13	
118.645	118.740	BEG. NO SIGHT	2004	65	1,100	1,094	6	
119.282	119.370	END NO SIGHT	2004	65	1,100	1,082	18	
119.509	119.600	BEG. NO SIGHT	2004	65	1,100	1,098	2	
120.153	120.240	END NO SIGHT	2004	65	1,100	1,110	-10	
120.656	120.750	BEG. NO SIGHT	2004	65	1,100	1,097	3	
123.652	123.740	END NO SIGHT	2004	65	1,100	1,091	9	
123.847	123.940	BEG. NO SIGHT	2004	65	1,100	1,111	-11	
125.272	125.360	END NO SIGHT	2004	65	1,100	1,113	-13	
125.695	125.780	BEG. NO SIGHT	2004	65	1,100	1,116	-16	
125.791	125.880	END NO SIGHT	2004	65	1,100	1,085	15	
126.015	126.100	BEG. NO SIGHT	2004	65	1,100	1,135	-35	
126.346	126.440	END NO SIGHT	2004	65	1,100	1,103	-3	
126.795	126.880	BEG. NO SIGHT	2004	65	1,100	1,093	7	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
127.965	128.050	END NO SIGHT	2004	65	1,100	1,112	-12	
128.357	128.450	BEG. NO SIGHT	2004	65	1,100	1,134	-34	
128.393	128.480	END NO SIGHT	2004	65	1,100	1,111	-11	
128.713	128.800	BEG. NO SIGHT	2004	65	1,100	1,094	6	
128.958	129.050	END NO SIGHT	2004	65	1,100	1,105	-5	
129.156	129.250	BEG. NO SIGHT	2004	65	1,100	1,114	-14	
129.421	129.510	END NO SIGHT	2004	65	1,100	1,111	-11	
129.619	129.710	BEG. NO SIGHT	2004	65	1,100	1,115	-15	
130.210	130.300	END NO SIGHT	2004	65	1,100	1,089	11	
130.521	130.610	BEG. NO SIGHT	2004	65	1,100	1,119	-19	
131.012	131.100	END NO SIGHT	2004	65	1,100	1,094	6	
131.288	131.380	BEG. NO SIGHT	2004	65	1,100	1,098	2	
133.175	133.260	END NO SIGHT	2004	65	1,100	1,092	8	
133.373	133.460	BEG. NO SIGHT	2004	65	1,100	1,097	3	
134.342	134.430	END NO SIGHT	2004	65	1,100	1,115	-15	
134.615	134.700	BEG. NO SIGHT	2004	65	1,100	1,093	7	
134.803	134.890	END NO SIGHT	2004	65	1,100	1,107	-7	
135.181	135.270	BEG. NO SIGHT	2004	65	1,100	1,093	7	
135.328	135.420	END NO SIGHT	2004	65	1,100	1,118	-18	
135.627	135.720	BEG. NO SIGHT	2004	65	1,100	1,106	-6	
137.145	137.230	END NO SIGHT	2004	65	1,100	1,122	-22	
137.260	137.350	BEG. NO SIGHT	2004	65	1,100	1,091	9	
137.480	137.570	END NO SIGHT	2004	65	1,100	1,111	-11	
137.658	137.750	BEG. NO SIGHT	2004	65	1,100	1,091	9	
140.318	140.410	END NO SIGHT	2004	65	1,100	1,087	13	
140.502	140.590	BEG. NO SIGHT	2004	65	1,100	1,100	0	
140.970	141.060	END NO SIGHT	2004	65	1,100	1,113	-13	
141.084	141.170	BEG. NO SIGHT	2004	65	1,100	1,100	0	
141.527	141.620	END NO SIGHT	2004	65	1,100	1,104	-4	
141.743	141.830	BEG. NO SIGHT	2004	65	1,100	1,103	-3	
141.899	141.990	END NO SIGHT	2004	65	1,100	1,117	-17	
142.037	142.130	BEG. NO SIGHT	2004	65	1,100	1,102	-2	
142.728	142.820	END NO SIGHT	2004	65	1,100	1,103	-3	
142.861	142.950	BEG. NO SIGHT	2004	65	1,100	1,097	3	
143.642	143.730	END NO SIGHT	2004	65	1,100	1,090	10	
143.872	143.960	BEG. NO SIGHT	2004	65	1,100	1,121	-21	
144.973	145.060	END NO SIGHT	2004	65	1,100	1,106	-6	
145.324	145.410	BEG. NO SIGHT	2004	65	1,100	1,120	-20	
145.603	145.690	END NO SIGHT	2004	65	1,100	1,082	18	
145.805	145.900	BEG. NO SIGHT	2004	65	1,100	1,101	-1	
146.011	146.100	END NO SIGHT	2004	65	1,100	1,097	3	
146.498	146.590	BEG. NO SIGHT	2004	65	1,100	1,101	-1	
146.534	146.620	END NO SIGHT	2004	65	1,100	1,101	-1	
146.672	146.760	BEG. NO SIGHT	2004	65	1,100	1,105	-5	
147.244	147.330	END NO SIGHT	2004	65	1,100	1,089	11	
147.765	147.860	BEG. NO SIGHT	2004	65	1,100	1,110	-10	
148.775	148.870	END NO SIGHT	2004	65	1,100	1,092	8	
148.983	149.070	BEG. NO SIGHT	2004	65	1,100	1,089	11	
149.474	149.560	END NO SIGHT	2004	65	1,100	1,130	-30	

No-Passing Zone Survey (Route View) SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
149.594	149.680	BEG. NO SIGHT	2004	65	1,100	1,106	-6	
149.784	149.870	END NO SIGHT	2004	65	1,100	1,121	-21	
150.188	150.280	BEG. NO SIGHT	2004	65	1,100	1,098	2	
150.344	150.430	END NO SIGHT	2004	65	1,100	1,254	-154	
150.634	150.720	BEG. NO SIGHT	2004	65	1,100	1,103	-3	
151.117	151.210	END NO SIGHT	2004	65	1,100	1,086	14	
151.709	151.800	BEG. NO SIGHT	2004	65	1,100	1,112	-12	
151.894	151.980	END NO SIGHT	2004	65	1,100	1,127	-27	
152.150	152.240	65 MPH.	2004	65	1,100	842	258	
152.150	152.240	BEG. NO SIGHT	2004	65	1,100	136	964	
152.150	152.240	BEGIN SURVEY	2004	65	1,100	842	258	KLICKITAT CO LINE

SR014 M M DATE 2005/10/11 09:07:17.00 DIRECTION I

12.410	12.400	55 MPH	2004	55	900	9,999	-9,099	
12.410	12.400	BEG. NO SIGHT	2004	55	900	0	900	
12.410	12.400	BEGIN SURVEY	2004	55	900	9,999	-9,099	NW 6TH AVE UXING
13.163	13.150	END NO SIGHT	2004	55	900	886	14	
14.177	14.170	BEG. NO SIGHT	2004	55	900	911	-11	
14.402	14.390	END NO SIGHT	2004	55	900	872	28	
14.963	14.950	BEG. NO SIGHT	2004	55	900	908	-8	
15.211	15.200	END NO SIGHT	2004	55	900	901	-1	
15.832	15.820	BEG. NO SIGHT	2004	55	900	914	-14	
15.964	15.950	END NO SIGHT	2004	55	900	916	-16	
16.232	16.220	BEG. NO SIGHT	2004	55	900	912	-12	
16.352	16.340	END NO SIGHT	2004	55	900	909	-9	
16.942	16.930	BEG. NO SIGHT	2004	55	900	901	-1	
17.057	17.050	END NO SIGHT	2004	55	900	902	-2	
18.713	18.700	BEG. NO SIGHT	2004	55	900	888	12	
19.248	19.240	END NO SIGHT	2004	55	900	916	-16	
19.893	20.140	BEG. NO SIGHT	2004	55	900	895	5	
20.087	20.340	END NO SIGHT	2004	55	900	909	-9	
20.879	21.130	BEG. NO SIGHT	2004	55	900	916	-16	
21.034	21.280	END NO SIGHT	2004	55	900	921	-21	
21.223	21.470	BEG. NO SIGHT	2004	55	900	850	50	
21.266	21.520	50 MPH	2004	50	800	872	-72	
22.755	23.000	END NO SIGHT	2004	50	800	783	17	
22.864	23.110	BEG. NO SIGHT	2004	50	800	816	-16	
26.006	26.260	END NO SIGHT	2004	50	800	826	-26	
26.061	26.310	55 MPH	2004	55	900	824	76	
26.377	26.630	BEG. NO SIGHT	2004	55	900	910	-10	
27.347	27.600	END NO SIGHT	2004	55	900	888	12	
27.441	27.690	BEG. NO SIGHT	2004	55	900	902	-2	
27.503	27.750	END NO SIGHT	2004	55	900	922	-22	
27.563	27.810	BEG. NO SIGHT	2004	55	900	925	-25	
28.079	28.330	END NO SIGHT	2004	55	900	919	-19	
28.503	28.750	BEG. NO SIGHT	2004	55	900	903	-3	
29.195	29.450	END NO SIGHT	2004	55	900	922	-22	
29.607	29.860	BEG. NO SIGHT	2004	55	900	906	-6	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
30.512	30.760	END NO SIGHT	2004	55	900	898	2	
30.640	30.890	BEG. NO SIGHT	2004	55	900	914	-14	
31.063	31.310	END NO SIGHT	2004	55	900	899	1	
31.226	31.480	BEG. NO SIGHT	2004	55	900	898	2	
31.329	31.580	END NO SIGHT	2004	55	900	918	-18	
31.381	31.630	BEG. NO SIGHT	2004	55	900	911	-11	
31.495	31.750	END NO SIGHT	2004	55	900	907	-7	
31.821	32.070	BEG. NO SIGHT	2004	55	900	899	1	
32.141	32.390	END NO SIGHT	2004	55	900	911	-11	
32.437	32.690	BEG. NO SIGHT	2004	55	900	905	-5	
32.543	32.790	END NO SIGHT	2004	55	900	904	-4	
32.735	32.990	BEG. NO SIGHT	2004	55	900	910	-10	
32.947	33.200	END NO SIGHT	2004	55	900	915	-15	
33.152	33.400	BEG. NO SIGHT	2004	55	900	912	-12	
34.279	34.530	END NO SIGHT	2004	55	900	920	-20	
34.313	34.560	BEG. NO SIGHT	2004	55	900	920	-20	
35.516	35.770	END NO SIGHT	2004	55	900	889	11	
35.630	35.880	BEG. NO SIGHT	2004	55	900	916	-16	
35.956	36.210	END NO SIGHT	2004	55	900	895	5	
36.248	36.500	BEG. NO SIGHT	2004	55	900	915	-15	
36.368	36.620	END NO SIGHT	2004	55	900	901	-1	
36.484	36.730	BEG. NO SIGHT	2004	55	900	915	-15	
37.043	37.290	END NO SIGHT	2004	55	900	908	-8	
38.860	39.110	BEG. NO SIGHT	2004	55	900	923	-23	
39.336	39.590	END NO SIGHT	2004	55	900	918	-18	
39.570	39.820	BEG. NO SIGHT	2004	55	900	936	-36	
39.923	40.170	END NO SIGHT	2004	55	900	909	-9	
40.117	40.370	BEG. NO SIGHT	2004	55	900	896	4	
40.370	40.620B	END NO SIGHT	2004	55	900	902	-2	
40.511	40.760B	BEG. NO SIGHT	2004	55	900	914	-14	
40.693	40.760	END NO SIGHT	2004	55	900	913	-13	
40.960	41.030	BEG. NO SIGHT	2004	55	900	906	-6	
41.180	41.250	END NO SIGHT	2004	55	900	912	-12	
41.375	41.440	BEG. NO SIGHT	2004	55	900	923	-23	
41.579	41.650	END NO SIGHT	2004	55	900	887	13	
41.816	41.890	BEG. NO SIGHT	2004	55	900	895	5	
41.992	42.060	END NO SIGHT	2004	55	900	903	-3	
42.127	42.200	BEG. NO SIGHT	2004	55	900	904	-4	
42.748	42.820	END NO SIGHT	2004	55	900	905	-5	
43.776	43.850	BEG. NO SIGHT	2004	55	900	896	4	
43.794	43.860	25 MPH	2004	25	500	933	-433	
44.530	44.600	CHANGE MILEPOS	2004	25	500	2,425	-1,925	FRANK JOHNS RD LEFT
44.539	44.610	END NO SIGHT	2004	25	500	522	-22	
44.620	44.690	50 MPH	2004	50	800	974	-174	
44.689	44.760	BEG. NO SIGHT	2004	50	800	799	1	
44.967	45.040	END NO SIGHT	2004	50	800	801	-1	
44.988	45.060	BEG. NO SIGHT	2004	50	800	791	9	
45.066	45.140	END NO SIGHT	2004	50	800	790	10	
45.179	45.250	BEG. NO SIGHT	2004	50	800	794	6	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
45.304	45.370	END NO SIGHT	2004	50	800	795	5	
45.382	45.450	BEG. NO SIGHT	2004	50	800	779	21	
45.719	45.790	END NO SIGHT	2004	50	800	800	0	
45.981	46.050	BEG. NO SIGHT	2004	50	800	818	-18	
47.981	48.050	55 MPH	2004	55	900	767	133	
48.248	48.320	END NO SIGHT	2004	55	900	921	-21	
48.364	48.430	BEG. NO SIGHT	2004	55	900	894	6	
49.220	49.290	END NO SIGHT	2004	55	900	922	-22	
50.332	50.400	BEG. NO SIGHT	2004	55	900	920	-20	
50.792	50.860	END NO SIGHT	2004	55	900	901	-1	
50.851	50.920	BEG. NO SIGHT	2004	55	900	920	-20	
51.229	51.300	END NO SIGHT	2004	55	900	898	2	
51.600	51.670	BEG. NO SIGHT	2004	55	900	906	-6	
52.357	52.430	END NO SIGHT	2004	55	900	922	-22	
52.581	52.650	BEG. NO SIGHT	2004	55	900	925	-25	
52.935	53.000	END NO SIGHT	2004	55	900	909	-9	
53.089	53.160	BEG. NO SIGHT	2004	55	900	917	-17	
53.269	53.340	END NO SIGHT	2004	55	900	906	-6	
53.684	53.750	BEG. NO SIGHT	2004	55	900	906	-6	
53.930	54.000	END NO SIGHT	2004	55	900	917	-17	
54.478	54.550	BEG. NO SIGHT	2004	55	900	911	-11	
54.666	54.740	END NO SIGHT	2004	55	900	898	2	
54.724	54.790	BEG. NO SIGHT	2004	55	900	911	-11	
54.939	55.010	END NO SIGHT	2004	55	900	878	22	
55.191	55.260	BEG. NO SIGHT	2004	55	900	998	-98	
56.077	56.150	END NO SIGHT	2004	55	900	909	-9	
56.365	56.430	BEG. NO SIGHT	2004	55	900	909	-9	
56.777	56.850	END NO SIGHT	2004	55	900	900	0	
57.766	57.840	BEG. NO SIGHT	2004	55	900	898	2	
58.092	58.160	END NO SIGHT	2004	55	900	900	0	
58.303	58.370	BEG. NO SIGHT	2004	55	900	913	-13	
59.619	59.690	END NO SIGHT	2004	55	900	885	15	
59.967	60.040	BEG. NO SIGHT	2004	55	900	898	2	
60.305	60.370	END NO SIGHT	2004	55	900	915	-15	
60.857	60.930	BEG. NO SIGHT	2004	55	900	918	-18	
61.124	61.190	END NO SIGHT	2004	55	900	908	-8	
61.250	61.320	BEG. NO SIGHT	2004	55	900	907	-7	
61.717	61.790	END NO SIGHT	2004	55	900	919	-19	
61.816	61.890	BEG. NO SIGHT	2004	55	900	904	-4	
61.970	62.040	END NO SIGHT	2004	55	900	894	6	
62.824	62.890	BEG. NO SIGHT	2004	55	900	896	4	
62.958	63.030	END NO SIGHT	2004	55	900	887	13	
62.989	63.060	BEG. NO SIGHT	2004	55	900	901	-1	
63.080	63.150	50 MPH	2004	50	800	891	-91	
63.357	63.430	END NO SIGHT	2004	50	800	818	-18	
63.439	63.510	BEG. NO SIGHT	2004	50	800	807	-7	
63.950	64.040	END NO SIGHT	2004	50	800	809	-9	
64.215	64.300	BEG. NO SIGHT	2004	50	800	781	19	
64.624	64.710	END NO SIGHT	2004	50	800	759	41	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
64.645	64.740	40 MPH	2004	40	600	797	-197	
65.412	65.500	BEG. NO SIGHT	2004	40	600	591	9	
65.508	65.600	END NO SIGHT	2004	40	600	612	-12	
65.662	65.750	BEG. NO SIGHT	2004	40	600	587	13	
65.689	65.780	30 MPH	2004	30	500	628	-128	
65.775	65.860	END NO SIGHT	2004	30	500	514	-14	
66.048	66.140	25 MPH	2004	25	500	452	48	
66.463	66.550	35 MPH	2004	35	550	541	9	
66.801	66.890	BEG. NO SIGHT	2004	35	550	565	-15	
66.832	66.920	60 MPH	2004	60	1,000	563	437	
66.912	67.000	END NO SIGHT	2004	60	1,000	1,012	-12	
67.018	67.110	BEG. NO SIGHT	2004	60	1,000	998	2	
67.165	67.260	END NO SIGHT	2004	60	1,000	1,003	-3	
67.425	67.510	BEG. NO SIGHT	2004	60	1,000	1,021	-21	
67.583	67.670	END NO SIGHT	2004	60	1,000	1,037	-37	
67.905	68.000	BEG. NO SIGHT	2004	60	1,000	1,004	-4	
68.220	68.310	END NO SIGHT	2004	60	1,000	1,013	-13	
68.277	68.370	BEG. NO SIGHT	2004	60	1,000	1,014	-14	
68.626	68.720	END NO SIGHT	2004	60	1,000	1,009	-9	
68.876	68.970	BEG. NO SIGHT	2004	60	1,000	1,021	-21	
68.973	69.060	END NO SIGHT	2004	60	1,000	1,018	-18	
69.258	69.350	BEG. NO SIGHT	2004	60	1,000	1,011	-11	
69.366	69.460	END NO SIGHT	2004	60	1,000	990	10	
69.436	69.530	BEG. NO SIGHT	2004	60	1,000	994	6	
69.685	69.770	END NO SIGHT	2004	60	1,000	1,000	0	
69.753	69.840	BEG. NO SIGHT	2004	60	1,000	1,009	-9	
70.091	70.180	END NO SIGHT	2004	60	1,000	1,006	-6	
70.920	71.010	BEG. NO SIGHT	2004	60	1,000	1,016	-16	
71.386	71.480	END NO SIGHT	2004	60	1,000	998	2	
72.295	72.380	BEG. NO SIGHT	2004	60	1,000	998	2	
72.390	72.480	END NO SIGHT	2004	60	1,000	1,007	-7	
72.585	72.670	BEG. NO SIGHT	2004	60	1,000	1,008	-8	
72.880	72.970	END NO SIGHT	2004	60	1,000	989	11	
73.517	73.610	BEG. NO SIGHT	2004	60	1,000	1,004	-4	
73.931	74.020	END NO SIGHT	2004	60	1,000	1,020	-20	
74.243	74.330	BEG. NO SIGHT	2004	60	1,000	1,010	-10	
74.373	74.460	END NO SIGHT	2004	60	1,000	994	6	
74.574	74.660	BEG. NO SIGHT	2004	60	1,000	972	28	
74.810	74.900	END NO SIGHT	2004	60	1,000	1,016	-16	
75.066	75.160	BEG. NO SIGHT	2004	60	1,000	1,007	-7	
75.261	75.350	END NO SIGHT	2004	60	1,000	1,017	-17	
75.377	75.470	BEG. NO SIGHT	2004	60	1,000	1,024	-24	
75.516	75.610	CHANGE MILEPOS	2004	40	600	1,541	-941	
75.516	75.610	END NO SIGHT	2004	40	600	600	0	
75.516	75.610	40 MPH	2004	40	600	859	-259	
75.838	75.930	30 MPH	2004	30	500	537	-37	
76.085	76.180	BEG. NO SIGHT	2004	30	500	494	6	
76.228	76.320	40 MPH	2004	40	600	850	-250	
76.635	76.730	END NO SIGHT	2004	40	600	591	9	

No-Passing Zone Survey (Route View) SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
76.727	76.820	BEG. NO SIGHT	2004	40	600	605	-5	
76.789	76.880	60 MPH	2004	60	1,000	666	334	
76.865	76.950	END NO SIGHT	2004	60	1,000	1,007	-7	
76.941	77.030	BEG. NO SIGHT	2004	60	1,000	1,084	-84	
77.396	77.490	END NO SIGHT	2004	60	1,000	1,003	-3	
77.496	77.590	BEG. NO SIGHT	2004	60	1,000	1,016	-16	
77.681	77.770	END NO SIGHT	2004	60	1,000	1,008	-8	
77.801	77.890	BEG. NO SIGHT	2004	60	1,000	994	6	
78.052	78.140	END NO SIGHT	2004	60	1,000	1,002	-2	
78.152	78.240	BEG. NO SIGHT	2004	60	1,000	1,011	-11	
78.321	78.410	END NO SIGHT	2004	60	1,000	1,011	-11	
79.208	79.300	BEG. NO SIGHT	2004	60	1,000	995	5	
79.366	79.460	END NO SIGHT	2004	60	1,000	1,011	-11	
79.499	79.590	BEG. NO SIGHT	2004	60	1,000	1,017	-17	
80.049	80.140	END NO SIGHT	2004	60	1,000	997	3	
80.118	80.210	BEG. NO SIGHT	2004	60	1,000	1,013	-13	
80.703	80.790	END NO SIGHT	2004	60	1,000	1,013	-13	
80.929	81.020	BEG. NO SIGHT	2004	60	1,000	991	9	
81.237	81.330	55 MPH	2004	55	900	954	-54	
81.331	81.420	END NO SIGHT	2004	55	900	917	-17	
81.832	81.920	BEG. NO SIGHT	2004	55	900	911	-11	
82.198	82.290	60 MPH	2004	60	1,000	963	37	
82.307	82.400	END NO SIGHT	2004	60	1,000	1,178	-178	
83.604	83.690	BEG. NO SIGHT	2004	60	1,000	991	9	
83.809	83.900	END NO SIGHT	2004	60	1,000	999	1	
84.132	84.220	BEG. NO SIGHT	2004	60	1,000	993	7	
84.271	84.360	END NO SIGHT	2004	60	1,000	996	4	
84.404	84.490	BEG. NO SIGHT	2004	60	1,000	985	15	
84.594	84.680	END NO SIGHT	2004	60	1,000	1,010	-10	
84.626	84.720	BEG. NO SIGHT	2004	60	1,000	1,013	-13	
84.799	84.890	END NO SIGHT	2004	60	1,000	1,008	-8	
85.047	85.140	BEG. NO SIGHT	2004	60	1,000	1,022	-22	
85.641	85.730	END NO SIGHT	2004	60	1,000	1,005	-5	
85.717	85.810	BEG. NO SIGHT	2004	60	1,000	1,003	-3	
86.074	86.160	END NO SIGHT	2004	60	1,000	1,008	-8	
86.538	86.630	BEG. NO SIGHT	2004	60	1,000	996	4	
86.705	86.790	END NO SIGHT	2004	60	1,000	1,006	-6	
86.825	86.910	BEG. NO SIGHT	2004	60	1,000	1,024	-24	
86.972	87.060	END NO SIGHT	2004	60	1,000	1,015	-15	
87.020	87.110	BEG. NO SIGHT	2004	60	1,000	1,015	-15	
87.517	87.610	END NO SIGHT	2004	60	1,000	997	3	
88.079	88.170	BEG. NO SIGHT	2004	60	1,000	1,012	-12	
88.256	88.350	END NO SIGHT	2004	60	1,000	996	4	
88.927	89.020	BEG. NO SIGHT	2004	60	1,000	1,015	-15	
89.376	89.470	END NO SIGHT	2004	60	1,000	993	7	
89.722	89.810	BEG. NO SIGHT	2004	60	1,000	984	16	
90.127	90.220	END NO SIGHT	2004	60	1,000	997	3	
90.358	90.450	BEG. NO SIGHT	2004	60	1,000	1,017	-17	
90.610	90.700	END NO SIGHT	2004	60	1,000	1,009	-9	

No-Passing Zone Survey (Route View) SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
90.729	90.820	BEG. NO SIGHT	2004	60	1,000	997	3	
91.703	91.790	END NO SIGHT	2004	60	1,000	1,005	-5	
92.873	92.960	BEG. NO SIGHT	2004	60	1,000	991	9	
95.251	95.340	END NO SIGHT	2004	60	1,000	991	9	
96.668	96.760	BEG. NO SIGHT	2004	60	1,000	979	21	
96.795	96.880	END NO SIGHT	2004	60	1,000	1,013	-13	
97.145	97.240	BEG. NO SIGHT	2004	60	1,000	1,030	-30	
97.357	97.450	END NO SIGHT	2004	60	1,000	1,014	-14	
97.714	97.800	BEG. NO SIGHT	2004	60	1,000	1,010	-10	
97.884	97.970	END NO SIGHT	2004	60	1,000	999	1	
98.125	98.210	BEG. NO SIGHT	2004	60	1,000	998	2	
98.246	98.340	END NO SIGHT	2004	60	1,000	1,008	-8	
100.437	100.530	55 MPH	2004	55	900	943	-43	
100.496	100.590	BEG. NO SIGHT	2004	55	900	870	30	
100.496	100.590	BEG. NO SIGHT	2004	55	900	869	31	
100.930	101.020	CHANGE MILEPOS	2004	55	900	152	748	BEG COIN SR097
101.350	101.440	55 MPH	2004	55	900	9,999	-9,099	
101.350	101.440	BEG. NO SIGHT	2004	55	900	0	900	
101.350	101.440	CHANGE MILEPOS	2004	55	900	9,999	-9,099	END COIN SR097
101.510	101.600	65 MPH.	2004	65	1,100	217	883	
102.359	102.450	END NO SIGHT	2004	65	1,100	1,130	-30	
102.729	102.820	BEG. NO SIGHT	2004	65	1,100	1,110	-10	
103.177	103.270	END NO SIGHT	2004	65	1,100	1,106	-6	
103.480	103.570	BEG. NO SIGHT	2004	65	1,100	1,092	8	
103.827	103.920	END NO SIGHT	2004	65	1,100	1,113	-13	
104.090	104.180	BEG. NO SIGHT	2004	65	1,100	1,114	-14	
104.268	104.360	END NO SIGHT	2004	65	1,100	1,103	-3	
104.787	104.880	BEG. NO SIGHT	2004	65	1,100	1,074	26	
105.167	105.260	END NO SIGHT	2004	65	1,100	1,108	-8	
105.377	105.470	BEG. NO SIGHT	2004	65	1,100	1,079	21	
105.824	105.910	END NO SIGHT	2004	65	1,100	1,110	-10	
106.029	106.120	BEG. NO SIGHT	2004	65	1,100	1,120	-20	
106.302	106.390	END NO SIGHT	2004	65	1,100	1,089	11	
106.366	106.460	BEG. NO SIGHT	2004	65	1,100	1,087	13	
106.668	106.760	END NO SIGHT	2004	65	1,100	1,123	-23	
106.741	106.830	BEG. NO SIGHT	2004	65	1,100	1,112	-12	
106.890	106.980	END NO SIGHT	2004	65	1,100	1,091	9	
107.425	107.510	BEG. NO SIGHT	2004	65	1,100	1,098	2	
107.830	107.920	END NO SIGHT	2004	65	1,100	1,102	-2	
107.965	108.060	BEG. NO SIGHT	2004	65	1,100	1,096	4	
108.117	108.210	END NO SIGHT	2004	65	1,100	1,113	-13	
108.302	108.390	BEG. NO SIGHT	2004	65	1,100	1,106	-6	
108.676	108.770	END NO SIGHT	2004	65	1,100	1,100	0	
109.337	109.430	BEG. NO SIGHT	2004	65	1,100	1,112	-12	
109.702	109.790	END NO SIGHT	2004	65	1,100	1,106	-6	
110.175	110.260	BEG. NO SIGHT	2004	65	1,100	1,077	23	
110.563	110.650	END NO SIGHT	2004	65	1,100	1,089	11	
110.931	111.020	BEG. NO SIGHT	2004	65	1,100	1,113	-13	
111.075	111.170	END NO SIGHT	2004	65	1,100	1,083	17	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
112.175	112.270	BEG. NO SIGHT	2004	65	1,100	1,094	6	
112.381	112.470	END NO SIGHT	2004	65	1,100	1,118	-18	
113.198	113.290	BEG. NO SIGHT	2004	65	1,100	1,127	-27	
113.496	113.590	END NO SIGHT	2004	65	1,100	1,093	7	
114.009	114.100	BEG. NO SIGHT	2004	65	1,100	1,090	10	
114.241	114.330	END NO SIGHT	2004	65	1,100	1,095	5	
114.471	114.560	BEG. NO SIGHT	2004	65	1,100	1,094	6	
115.319	115.410	END NO SIGHT	2004	65	1,100	1,076	24	
115.939	116.030	BEG. NO SIGHT	2004	65	1,100	1,110	-10	
116.168	116.260	END NO SIGHT	2004	65	1,100	1,114	-14	
116.403	116.490	BEG. NO SIGHT	2004	65	1,100	1,103	-3	
116.744	116.830	END NO SIGHT	2004	65	1,100	1,093	7	
117.598	117.690	BEG. NO SIGHT	2004	65	1,100	1,121	-21	
117.799	117.890	END NO SIGHT	2004	65	1,100	1,109	-9	
119.866	119.960	BEG. NO SIGHT	2004	65	1,100	1,095	5	
120.340	120.430	END NO SIGHT	2004	65	1,100	1,103	-3	
121.021	121.110	BEG. NO SIGHT	2004	65	1,100	1,099	1	
121.205	121.300	END NO SIGHT	2004	65	1,100	1,095	5	
122.983	123.070	BEG. NO SIGHT	2004	65	1,100	1,098	2	
123.111	123.200	END NO SIGHT	2004	65	1,100	1,112	-12	
124.948	125.040	BEG. NO SIGHT	2004	65	1,100	1,112	-12	
125.984	126.070	END NO SIGHT	2004	65	1,100	1,102	-2	
126.068	126.160	BEG. NO SIGHT	2004	65	1,100	1,110	-10	
126.505	126.600	END NO SIGHT	2004	65	1,100	1,112	-12	
127.733	127.820	BEG. NO SIGHT	2004	65	1,100	1,082	18	
128.420	128.510	END NO SIGHT	2004	65	1,100	1,120	-20	
128.723	128.810	BEG. NO SIGHT	2004	65	1,100	1,090	10	
128.872	128.960	END NO SIGHT	2004	65	1,100	1,126	-26	
129.568	129.660	BEG. NO SIGHT	2004	65	1,100	1,122	-22	
129.656	129.750	END NO SIGHT	2004	65	1,100	1,106	-6	
129.939	130.030	BEG. NO SIGHT	2004	65	1,100	1,101	-1	
130.213	130.300	END NO SIGHT	2004	65	1,100	1,127	-27	
130.701	130.790	BEG. NO SIGHT	2004	65	1,100	1,097	3	
131.021	131.110	END NO SIGHT	2004	65	1,100	1,077	23	
132.880	132.970	BEG. NO SIGHT	2004	65	1,100	1,093	7	
132.987	133.080	END NO SIGHT	2004	65	1,100	1,092	8	
134.038	134.130	BEG. NO SIGHT	2004	65	1,100	1,100	0	
134.317	134.410	END NO SIGHT	2004	65	1,100	1,109	-9	
134.510	134.600	BEG. NO SIGHT	2004	65	1,100	1,090	10	
134.801	134.890	END NO SIGHT	2004	65	1,100	1,104	-4	
134.948	135.040	BEG. NO SIGHT	2004	65	1,100	1,117	-17	
135.295	135.390	END NO SIGHT	2004	65	1,100	1,114	-14	
136.031	136.120	BEG. NO SIGHT	2004	65	1,100	1,102	-2	
136.202	136.290	END NO SIGHT	2004	65	1,100	1,086	14	
137.141	137.230	BEG. NO SIGHT	2004	65	1,100	1,110	-10	
137.402	137.490	END NO SIGHT	2004	65	1,100	1,100	0	
137.602	137.690	BEG. NO SIGHT	2004	65	1,100	1,094	6	
137.749	137.840	END NO SIGHT	2004	65	1,100	1,091	9	
141.268	141.360	BEG. NO SIGHT	2004	65	1,100	1,111	-11	

No-Passing Zone Survey (Route View)

SW Region

ARM	SRMP	EVENT	LOG	SPEED	DSEP	ASEP	ERROR	COMMENT
141.424	141.510	END NO SIGHT	2004	65	1,100	1,103	-3	
141.554	141.640	BEG. NO SIGHT	2004	65	1,100	1,108	-8	
141.779	141.870	END NO SIGHT	2004	65	1,100	1,102	-2	
143.216	143.310	BEG. NO SIGHT	2004	65	1,100	1,082	18	
143.591	143.680	END NO SIGHT	2004	65	1,100	1,112	-12	
144.103	144.190	BEG. NO SIGHT	2004	65	1,100	1,092	8	
144.211	144.300	END NO SIGHT	2004	65	1,100	1,129	-29	
144.818	144.910	BEG. NO SIGHT	2004	65	1,100	1,125	-25	
145.009	145.100	END NO SIGHT	2004	65	1,100	1,096	4	
145.295	145.380	BEG. NO SIGHT	2004	65	1,100	1,137	-37	
145.507	145.600	END NO SIGHT	2004	65	1,100	1,106	-6	
145.774	145.860	BEG. NO SIGHT	2004	65	1,100	1,105	-5	
145.945	146.040	END NO SIGHT	2004	65	1,100	1,084	16	
146.041	146.130	BEG. NO SIGHT	2004	65	1,100	1,079	21	
146.165	146.250	END NO SIGHT	2004	65	1,100	1,114	-14	
146.242	146.330	BEG. NO SIGHT	2004	65	1,100	1,128	-28	
146.369	146.460	END NO SIGHT	2004	65	1,100	1,105	-5	
146.914	147.000	BEG. NO SIGHT	2004	65	1,100	1,110	-10	
147.408	147.500	END NO SIGHT	2004	65	1,100	1,102	-2	
148.480	148.570	BEG. NO SIGHT	2004	65	1,100	1,112	-12	
148.678	148.770	END NO SIGHT	2004	65	1,100	1,096	4	
150.131	150.220	BEG. NO SIGHT	2004	65	1,100	1,082	18	
150.241	150.330	END NO SIGHT	2004	65	1,100	1,131	-31	
150.803	150.890	BEG. NO SIGHT	2004	65	1,100	1,112	-12	
151.046	151.140	END NO SIGHT	2004	65	1,100	1,081	19	
151.141	151.230	BEG. NO SIGHT	2004	65	1,100	1,150	-50	
151.411	151.500	END NO SIGHT	2004	65	1,100	1,105	-5	
152.150	152.240	END SURVEY	2004	65	1,100	842	258	BENTON CO LINE

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
STATE HIGHWAY LOG

DATE 05/05/05
TIME 17:17:35
PAGE 316

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY LOG

DATE 05/05/05
 TIME 17:17:35
 PAGE 317

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

				-----WIDTH AND SURFACE INFORMATION-----								-----CLASSIFICATIONS-----							
SRMP	B	ARM	FEATURE	ID	LR	DESCRIPTION	-BRIDGE		DECRES/DIV		INCRES/UNDI		SPC		-----CLASSIFICATIONS-----		LEGAL		
							-UXING-	NBR	LFT	RHT	LFT	RHT	USE TOT						
2.15	2.16																		
2.23	2.24	ENT FROM	R	CITY ST				CT	N										
2.63	2.64	ON RAMP	L	EVERGREEN BLVD				ST	Y										
2.77	2.78	MISC FEATR	L	GORE (S100263)															
2.99	3.00	UXING	B	EVERGREEN BLVD		BRDG NUM 014/010		ST											
		MP MARKER	B	3															
		OFF RAMP	R	SE COLUMBIA WAY			ST		Y										
3.08	3.09	MISC FEATR	R	GORE (P100299)															
3.13	3.14	MISC FEATR	R	GORE (Q100335)															
3.35	3.36	ON RAMP	R	SE COLUMBIA WAY			ST		Y										
3.58	3.59	MISC FEATR	L	GORE (R100369)															
3.69	3.70	OFF RAMP	L	EVERGREEN BLVD			ST		Y										
3.92	3.93	ON RAMP	L	LIESER RD			ST		Y										
3.98	3.99	MP MARKER	B	4															
4.17	4.18	OFF RAMP	R	LIESER RD			ST		Y										
4.24	4.25	MISC FEATR	L	GORE (S100392)															
4.26	4.27	MISC FEATR	R	GORE (P100417)															
4.35	4.36	UXING	B	LIESER RD		BRDG NUM 014/012		ST											
4.45	4.46	MISC FEATR	L	GORE (R100454)															
4.54	4.55	OFF RAMP	L	LIESER RD			ST		Y										
4.58	4.59	MISC FEATR	R	GORE (Q100486)															
4.86	4.87	ON RAMP	R	LIESER RD			ST		Y										
4.98	4.99	MP MARKER	B	5															
5.09	5.10	ON RAMP	L	SE ELLSWORTH AVE			ST		Y										
5.26	5.27	OFF RAMP	R	SE ELLSWORTH AVE			ST		Y										
5.39	5.40	MISC FEATR	R	GORE (P100526)															
5.40	5.41	MISC FEATR	L	GORE (S100509)															
5.43	5.44	ON RAMP	L	WBCD LANE			ST		Y										
5.52	5.53	OFF RAMP	R	SR 205			ST		Y										
5.57	5.58	UXING	B	SE ELLSWORTH AVE		BRDG NUM 014/013		ST											
5.64	5.65	MISC FEATR	R	GORE (SR 205 Q202762)															
5.79	5.80	MISC FEATR	L	GORE (CD00701)															
5.84	5.85	UXING	B	E-N RAMP		BRDG NUM 014/014E-N		ST											

INTERSECTION DETAIL

-----TURN LANES-----

-----ACCELERATION LANES-----

SRMP B ARM

L NEAR R NEAR L FAR R FAR

LEFT-- L-CNTR R-CNTR RIGHT-

LGT WD LGT WD LGT WD LGT WD

LGT WD LGT WD LGT WD LGT WD

2.23 2.24

.15 12

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----											
SRMP	B ARM	FEATURE	ID	LR	DESCRIPTION	-BRIDGE DECREAS/DIV		INCRES/UNDI SPC		----CLASSIFICATIONS----	
						-UXING- NBR LFT RHT		LFT RHT USE TOT		LEGAL	
						-XROAD- LNS SHD RDY SHD MEDIAN- SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S		LOW TC L D I W/S W/S W/S WD/S BR W/S W/S W/S WID WID A SE NBR FC D IB R K T			
5.98	5.99	MP MARKER	B	6		2 2 10A 24A		15A JE	24A 10A	48 1 01 1350 U1	60 L P
6.08	6.09	UXING	B		SR 205	ST					
					BRDG NUM 205/001						
6.23	6.24	UXING	B		S-E RAMP	ST					
					BRDG NUM 205/003S-E						
6.45	6.46	MISC FEATR	L		GORE (CD00701)						
6.46	6.47	MISC FEATR	R		GORE (SR 205 R202769)						
6.98	6.99	MP MARKER	B		7						
7.01	7.02	OFF RAMP	L		WBCD LANE	ST	Y				
7.31	7.32	ON RAMP	R		SR 205	ST	Y				
7.92	7.93	OFF RAMP	R		SE 164TH AVE	ST	Y				
7.93	7.94	ON RAMP	L		SE 164TH AVE	ST	Y 2 2 22A 24A	16A JE	24A 22A	48 1 01 1350 U1	60 L P
7.98	7.99	MP MARKER	L		8						
8.08	8.09	MP MARKER	R		8						
8.31	8.32	MISC FEATR	R		GORE (P100792)						
8.37	8.38	MISC FEATR	L		GORE (S100793)						
8.52	8.53	BEG BRIDGE	B		SE 164TH AVE	ST	2 2 \$\$W 46P	16P JE	46P \$\$W	92 1 01 1350 U1	60 L P
					BRDG NUM 014/015						
8.56	8.57	END BRIDGE	B		SE 164TH AVE		2 2 22A 24A	16A JE	24A 22A	48 1 01 1350 U1	60 R P
8.70	8.71	MISC FEATR	L		GORE (R100890)						
8.75	8.76	MISC FEATR	R		GORE (Q100902)						
8.79	8.80						2 2 10A 24A	16A JE	24A 10A	48 1 01 1350 U1	60 R P
8.90	8.91	OFF RAMP	L		SE 164TH AVE	ST	Y 3 2 10A 36A	16A JE	24A 10A	60 1 01 1350 U1	60 R P
8.98	8.99	MP MARKER	B		9						
9.02	9.03	BEG SU LN	R		WEAVING/SPEED CHANGE 12A	ST	3 2 10A 36A	16A JE	24A 10A 12	72 1 01 1350 U1	60 R P
		ON RAMP	R		SE 164TH AVE						
9.27	9.28	LEAVE CITY	L		VANCOUVER		3 2 10A 36A	16A JE	24A 10A 12	72 1 01 \$\$\$ U1	60 R \$
9.31	9.32	MISC FEATR	L		SGN ENT VANCOUVER						
9.46	9.47	BEG BRIDGE	B		QUARRY RD	ST	3 2 \$\$W 46A	16A JE	34A \$\$W 12	92 1 01 U1	60 R
					BRDG NUM 014/018						
9.47	9.48	END BRIDGE	B		QUARRY RD		3 2 10A 36A	16A JE	24A 10A 12	72 1 01 U1	60 R
9.75	9.76	ON RAMP	L		SE 192ND AVE	ST	Y 2 2 10A 24A	16A JE	24A 10A 12	60 1 01 U1	60 R
9.82	9.83	END SU LN	R		WEAVING/SPEED CHANGE 12A		2 2 10A 24A	16A JE	24A 10A \$\$\$	48 1 01 U1	60 R
		OFF RAMP	R		SE 192ND AVE						
9.95	9.96	MISC FEATR	L		GORE (S100975)	ST	Y				
		MISC FEATR	R		GORE (P100982)						
10.00	10.01						2 2 10A 24A	16A JE	24A 10A	48 1 01 U1	55 R
10.02	10.03	MP MARKER	B		10						
10.09	10.10	UXING	B		SE 192ND AVE	ST					
					BRDG NUM 014/020						
10.25	10.26	MISC FEATR	L		GORE (R101037)						
		MISC FEATR	R		GORE (Q101046)						
10.37	10.38	OFF RAMP	L		SE 192ND AVE	ST	Y				

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY LOG

DATE 05/05/05
 TIME 17:17:35
 PAGE 319

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----										----CLASSIFICATIONS----					
SRMP	B ARM	FEATURE	ID	LR	DESCRIPTION	:DIRECTION TO INVENTORY		:DECREAS/DIV		INCRES/UNDI SPC		----CLASSIFICATIONS----			
						:LEFT/RIGHT INDICATOR		-UXING NBR LFT		RHT LFT		RHT USE TOT		LEGAL	
						: :		-XROAD LNS SHD RDY SHD MEDIAN-		SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S					
10.38	10.39					LOW TC L	D I	W/S W/S	W/S WD/S	BR W/S W/S	W/S W/S	WID WID A	SE NBR	FC D	IB R K T
10.46	10.47	ON RAMP	R	SE	192ND AVE	ST	Y	2 2	10A 24A	16A JE	24A 10A	48 1 01	U1	55 R	
10.84	10.85	ENTER CITY		CAMAS				2 2	10A 24A	16A JE	24A 10A	48 1 01	0145 U1	55 R P	
10.98	10.99	MP MARKER	B	11											
11.64	11.65	INTRSECTN	L	NW ALPINE LN		CT	Y								
11.90	11.91	TRAF RCDR	B	P06 0											
11.94	11.95	ON RAMP	L	NW 6TH AVE		ST	Y								
11.98	11.99	MP MARKER	B	12											
12.03	12.04	OFF RAMP	R	NW 6TH AVE		ST	Y								
12.12	12.13	MISC FEATR	R	GORE (P101203)											
12.16	12.17	MISC FEATR	L	GORE (S101194)				2 1	10A 24A	16A JE	18A 10A	42 1 01	0145 U1	55 R P	
12.32	12.33	BEG BRIDGE	B	E-6TH AVE RAMP		ST		2 1	\$\$C 34A	16A JE	33A \$\$C	67 1 01	0145 U1	55 R P	
				BRDG NUM 014/022											
12.33	12.34	END BRIDGE	B	E-6TH AVE RAMP				2 1	10A 24A	16A JE	16A 10A	40 1 01	0145 U1	55 R P	
12.37	12.38	MISC FEATR	R	GORE (Q501249)											
12.40	12.41	UXING	B	NW 6TH AVE		ST									
				BRDG NUM 014/023S-E											
		MISC FEATR	L	GORE (R101249)											
12.49	12.50	OFF RAMP	L	NW 6TH AVE		ST	Y	2 1	10A 24A	23A JE	15A 9A	39 1 01	0145 U1	55 R P	
		ON RAMP	R	NW 6TH AVE		ST	Y								
12.55	12.56							1 1	11A 23A	16A JE	14A 8A	37 1 01	0145 U1	55 R P	
12.58	12.59							1 1	\$\$\$ \$\$\$	\$\$\$\$ \$	8A 24A	8A	24 1 01	0145 U1	55 R P
12.62	12.63	RR XING	B	NUM 90104C STRUCTURE		ST		1 1			\$\$C 30A	\$\$C	30 1 01	0145 U1	55 R P
		BEG BRIDGE	B	CAMAS SLOUGH											
				BRDG NUM 014/025											
12.82	12.83	END BRIDGE	B	CAMAS SLOUGH				1 1			8A 24A	9A	24 1 01	0145 U1	55 R P
13.20	13.21							1 1			9A 24A	10A	24 1 01	0145 U1	55 R P
13.35	13.36							1 1			10A 24A	10A	24 1 01	0145 U1	55 R P
13.52	13.53	ENT/EXIT	L	JAMES RIVER PLANT		ST	Y								
13.70	13.71	BEG BRIDGE	B	WASHOUGAL RIVER		ST	1 1				\$\$C 29A	\$\$C	29 1 01	0145 U1	55 R P
				BRDG NUM 014/027											
13.76	13.77	END BRIDGE	B	WASHOUGAL RIVER				1 1			8A 24A	10A	24 1 01	0145 U1	55 R P
14.00	14.01	MP MARKER	R	14											
14.62	14.63	WYE CONN	L	SR 500		ST	Y								
14.63	14.64	INTRSECTN	L	SR 500		ST	SG Y	1 1	10A 13A	13A UP	\$\$\$ 13A	10A	26 1 01	0145 U1	55 R P
		INTRSECTN	R	SE UNION ST		CT	SG Y								

INTERSECTION DETAIL				-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B ARM	L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-		
		LGT	WD	LGT	WD	LGT	WD	LGT	WD		
		--	--	--	--	--	--	--	--		
13.52	13.53	.03	13								
14.62	14.63					.17	12				
14.63	14.64	.03	12	.03	12	.09	12				

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY LOG

DATE 05/05/05
 TIME 17:17:35
 PAGE 320

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----										
SRMP	B ARM	FEATURE	ID	LR	DESCRIPTION	CLASSIFICATIONS				
						-BRIDGE	DECRES/DIV	INCRES/UNDI SPC	---	
		:DIRECTION TO INVENTORY				-UXING-	NBR LFT	RHT	LFT RHT USE TOT	
		: LEFT/RIGHT INDICATOR				-XROAD-	LNS SHD RDY SHD	MEDIAN	LEGAL	
		:					SHD RDY SHD LNS RDY	MTCE CITY ST SPEED T P S		
		SRMP B ARM FEATURE	ID LR DESCRIPTION			LOW TC L D I W/S W/S WD/S BR W/S W/S WID WID A SE NBR FC D IB R K T				
14.79	14.80	LEAVE CITY ENTER CITY	CAMAS WASHOUGAL			1 1	10A 13A	13A UP	13A 10A	26 1 01 1385 U1 55 R P
		MISC FEATR	L SGN ENT CAMAS							
		MISC FEATR	R SGN ENT WASHOUGAL							
14.99	15.00	INTRSECTN	B 2ND ST			CT SG Y				
15.00	15.01	MP MARKER	R 15							
15.40	15.41	INTRSECTN	B 6TH ST			CT Y 1 1	\$\$\$ \$\$\$	\$\$\$\$ \$ \$	10A 26A 10A	26 1 01 1385 U1 55 R P
15.59	15.60					1 1			8A 25A 10A	25 1 01 1385 U1 55 R P
15.99	16.00	MP MARKER	R 16							
16.08	16.09	WYE CONN	L 15TH ST			CT Y				
16.10	16.11	INTRSECTN	L 15TH ST (OLD SR 140)			CT SG Y				
		INTRSECTN	R 15TH ST			CT SG Y				
16.12	16.13	WYE CONN	L 15TH ST			CT Y				
16.17	16.18					1 1			10A 25A 10A	25 1 01 1385 U1 55 R P
16.28	16.29					1 1			10A 24A 10A	24 1 01 1385 U1 55 R P
16.73	16.74	RR XING	B NUM 90104C STRUCTURE			1 1		\$\$C 41P \$\$C		41 1 01 1385 U1 55 R P
		BEG BRIDGE	B 27TH ST/BN RR			ST				
			BRDG NUM 014/030							
16.77	16.78	END BRIDGE	B 27TH ST/BN RR			1 1			10A 24A 10A	24 1 01 1385 U1 55 R P
17.00	17.01	MP MARKER	R 17							
17.05	17.06	INTRSECTN	B 32ND ST			CT Y 1 1			8A 24A 10A	24 1 01 1385 U1 55 R P
17.41	17.42					1 1			8A 24A 8A	24 1 01 1385 U1 55 R P
17.70	17.71	TRAF RCDR	B P07 0							
17.84	17.85	INTRSECTN	L 45TH ST			CT Y				
18.00	18.01	MP MARKER	R 18							
18.09	18.10	BEG BRIDGE	B GIBBONS CREEK			ST 1 1		\$\$C 40P \$\$C		40 1 01 1385 U1 55 R P
			BRDG NUM 014/034							
18.10	18.11	END BRIDGE	B GIBBONS CREEK			1 1			8A 24A 8A	24 1 01 1385 U1 55 R P
18.12	18.13	LEAVE CITY	WASHOUGAL			1 1			8A 24A 8A	24 1 01 \$\$\$\$ U1 55 R \$
18.13	18.14	MISC FEATR	L SGN ENT WASHOUGAL							
18.24	18.25	ENT/EXIT	R PUBLIC FISHING			ST Y				
INTERSECTION DETAIL -----TURN LANES-----										
L NEAR R NEAR L FAR R FAR -----ACCELERATION LANES-----										
SRMP	B ARM	LGT WD	LGT WD	LGT WD	LGT WD	LEFT-- LGT WD	L-CNTR LGT WD	R-CNTR LGT WD	RIGHT- LGT WD	
		---	---	---	---	---	---	---	---	
14.99	15.00	.03 12	.06 12	.03 12						
15.40	15.41	.03 12		.03 12						
16.08	16.09				.15 12					
16.10	16.11	.03 12		.03 12						
16.12	16.13				.06 12					
17.05	17.06	.05 14	.09 12	.03 14		.15 12				
18.24	18.25		.10 12	.03 12			.16 12			

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
STATE HIGHWAY LOG

DATE 05/05/05
TIME 17:17:35
PAGE 321

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY CLARK

DOT DISTRICT 4

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----										:----CLASSIFICATIONS----					
SRMP	B ARM	FEATURE	ID	LR	DESCRIPTION	:DIRECTION TO INVENTORY		:DECREAS/DIV		:INCRES/UNDI SPC		:----CLASSIFICATIONS----			
						:LEFT/RIGHT INDICATOR		:UXING NBR LFT		RHT LFT		RHT USE TOT		LEGAL	
						: :		:XROAD LNS SHD RDY SHD MEDIAN		SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S					
21.77	21.52	ENTER CO BEG CTLSEC	SKAMANIA		CONTROL SECTION 3001	1	1	LOW TC L	D I W/S W/S WD/S BR W/S W/S WID WID A SE NBR FC D IB R K T	4A 22A 4A	22 1 01	R1	50 R		
22.01	21.76	MP MARKER	R	22											
22.97	22.72	INTRSECTN	L	MARBLE RD		CO	Y								
23.00	22.75	MP MARKER	R	23											
23.42	23.17	INTRSECTN	L	BELLE CENTER RD		CO	Y								
23.99	23.74	MP MARKER	R	24											
24.92	24.67	BEG BRIDGE B	HALF BRIDGE		BRDG NUM 014/103	ST	1 1			4A 28A \$\$C	28 1 01	R1	50 R		
24.93	24.68	END BRIDGE B	HALF BRIDGE				1 1			4A 24A 4A	24 1 01	R1	50 R		
25.01	24.76	MP MARKER	R	25						\$\$C 24A \$\$C	24 1 01	R1	50 R		
25.04	24.79	BEG BRIDGE B	CAPE HORN SLIDE		BRDG NUM 014/104	ST	1 1								
25.13	24.88	END BRIDGE B	CAPE HORN SLIDE				1 1			4A 24A 4A	24 1 01	R1	50 R		
26.00	25.75	MP MARKER	R	26											
26.28	26.03						1 1			4A 24A 4A	24 1 01	R1	55 R		
26.38	26.13	INTRSECTN	L	SALMON FALLS RD		CO	Y								
26.45	26.20	INTRSECTN	R	CAPE HORN RD		CO	N								
	26.45	INTRSECTN	L	CANYON CREEK RD		CO	N								
26.99	26.74	MP MARKER	R	27											
27.11	26.86	INTRSECTN	R	RIVERSIDE DR		CO	N								
27.12	26.87	INTRSECTN	L	KROGSTAD RD		PV	N								
27.40	27.15	BEG SU LN	L	CLIMBING		11A		1 1		4A 24A 4A	11 35 1 01	R1	55 R		
27.72	27.47	INTRSECTN	R	RIVERSIDE DR		CO	Y								
27.87	27.62	INTRSECTN	R	PRINDLE RD		CO	N	1 1		4A 24A 4A	11 35 4 02	R1	55 R		
28.00	27.75	MP MARKER	R	28											
28.12	27.87	END SU LN	L	CLIMBING		11A		1 1		4A 24A 4A \$\$\$	24 4 02	R1	55 R		
28.16	27.91	INTRSECTN	R	PRINDLE RD		CO	N								
29.00	28.75	MP MARKER	R	29											
29.21	28.96						1 1			4A 24A 7A	24 4 02	R1	55 R		
29.26	29.01						1 1			4A 34A 7A	34 4 02	R1	55 R		
29.31	29.06	BEG SU LN	L	CLIMBING		12A		1 1		4A 24A 7A	12 36 4 02	R1	55 R		
29.55	29.30	INTRSECTN	L	SMITH-CRIPE RD		CO	Y								
29.84	29.59	END SU LN	L	CLIMBING		12A		1 1		4A 36A 7A \$\$\$	36 4 02	R1	55 R		
29.91	29.66							1 1		4A 24A 4A	24 4 02	R1	55 R		
30.00	29.75	MP MARKER	R	30				1 1		4A 22A 4A	22 4 02	R1	55 R		
31.00	30.75	MP MARKER	R	31											
31.42	31.17	BEG SU LN	R	SLOW VEHICLE		14A		1 1		4A 22A \$\$\$ 14	36 4 02	R1	55 R		
31.54	31.29	END SU LN	R	SLOW VEHICLE		14A		1 1		4A 22A 4A \$\$\$	22 4 02	R1	55 R		
31.67	31.42	INTRSECTN	L	FRANZ RD		CO	N								
32.00	31.75	MP MARKER	R	32											
32.67	32.42	MISC FEATR	R	SGN ENT SKAMANIA											
32.82	32.57	INTRSECTN	L	DUNCAN CREEK RD		CO	Y								

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 TRIPS SYSTEM
 STATE HIGHWAY LOG

DATE 05/05/05
 TIME 17:17:35
 PAGE 323

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----										-----CLASSIFICATIONS---					
SRMP	B ARM	FEATURE	ID	LR	DESCRIPTION	:DIRECTION TO INVENTORY		:DECREAS/DIV		:INCRES/UNDI SPC		-----CLASSIFICATIONS---			
						:LEFT/RIGHT INDICATOR		:UXING NBR LFT		RHT LFT		RHT USE TOT		LEGAL	
						: :		:XROAD LNS SHD RDY SHD MEDIAN-		SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S					
						LOW TC L D I W/S W/S W/S WD/S BR W/S W/S W/S WID WID A SE NBR FCD IB R K T									
32.83	32.58	INTRSECTN	L	NIELSON RD		CO	Y	1	1			4A 22A	4A	22 4 02	R1 55 R
32.85	32.60	INTRSECTN	R	SKAMANIA LANDING RD		CO	Y					\$\$C 25A	\$\$C	25 4 02	R1 55 R
32.87	32.62	BEG BRIDGE	B	DUNCAN CREEK		ST		1	1						
				BRDG NUM 014/107											
32.88	32.63	END BRIDGE	B	DUNCAN CREEK				1	1			4A 24A	4A	24 4 02	R1 55 R
33.00	32.75	MP MARKER	R	33											
33.04	32.79	INTRSECTN	L	WOODWARD CREEK RD		CO	Y								
33.11	32.86	INTRSECTN	L	BUTLER LP RD		CO	Y								
33.50	33.25	INTRSECTN	L	BUTLER LP RD		CO	Y								
				INTRSECTN											
				R SKAMANIA LANDING RD		CO	Y								
33.99	33.74	MP MARKER	R	34											
34.23	33.98	INTRSECTN	R	MOORAGE RD		CO	N								
34.24	33.99	BEG BRIDGE	B	WOODWARD CREEK		ST		1	1			\$\$C 25A	\$\$C	25 4 02	R1 55 R
				BRDG NUM 014/109											
34.26	34.01	END BRIDGE	B	WOODWARD CREEK				1	1			4A 24A	6A	24 4 02	R1 55 L
34.66	34.41	INTRSECTN	L	LITTLE RD		CO	Y								
34.78	34.53	INTRSECTN	L	KUEFFLER RD		CO	Y								
34.81	34.56	WYE CONN	L	KUEFFLER RD		CO	Y								
34.89	34.64	ENT/EXIT	L	BEACON ROCK STATE PARK		ST	N								
34.90	34.65	MISC FEATR	B	PED XING											
34.99	34.74	MP MARKER	R	35											
35.52	35.27	INTRSECTN	L	GUPTIL RD		CO	N	1	1			4A 24A	4A	24 4 02	R1 55 L
35.99	35.74	MP MARKER	R	36											
36.71	36.46	ENTER CITY		NORTH BONNEVILLE				1	1			4A 24A	4A	24 4 02 0877	R1 55 L P
36.82	36.57							1	1			9A 24A	9A	24 4 02 0877	R1 55 L P
37.03	36.78	MP MARKER	R	37											
37.04	36.79	INTRSECTN	L	EVERGREEN DR		CT	N								
		INTRSECTN	R	GRENA RD		CT	N								
37.19	36.94	BEG TUNNEL	B	BN RR UC				1	1			\$\$W 40A	\$\$W	40 4 02 0877	R1 55 L P
				TNNL NUM 014/111											
37.22	36.97	END TUNNEL	B	BN RR UC				1	1			10A 24A	9A	24 4 02 0877	R1 55 L P
37.43	37.18	BEG BRIDGE	B	HAMILTON CREEK		ST		1	1			\$\$W 44P	\$\$W	44 4 02 0877	R1 55 L P
				BRDG NUM 014/112											
37.48	37.23	END BRIDGE	B	HAMILTON CREEK				1	1			8A 24A	8A	24 4 02 0877	R1 55 L P
37.59	37.34	INTRSECTN	R	CITY ST		CT	Y								

INTERSECTION DETAIL				-----TURN LANES-----				-----ACCELERATION LANES-----			
SRMP	B ARM	L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-		
		LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD		
		-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --		
33.04	32.79	.03 12									
33.11	32.86	.06 12									
37.04	36.79	.04 13		.04 13							
37.59	37.34			.05 13							

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----

37.66	37.41						1 1			8A 24A 8A	24 4 02 0877 R1	55 L P
37.89	37.64	BEG BRIDGE B	CASCADE DR BRDG NUM 014/113		ST	1 1			\$\$W 44P \$\$W	44 4 02 0877 R1	55 L P	
37.92	37.67	END BRIDGE B	CASCADE DR			1 1			8A 24A 8A	24 4 02 0877 R1	55 L P	
38.02	37.77	MP MARKER R	38									
38.55	38.30	ENT/EXIT B	DAM ACCESS RD	CT	Y 1 1			9A 23A 10A	23 4 02 0877 R1	55 L P		
39.02	38.77	MP MARKER R	39			1 1		8A 23A 9A	23 4 02 0877 R1	55 L P		
39.26	39.01	LEAVE CITY	NORTH BONNEVILLE			1 1		8A 23A 9A	23 4 02 \$\$\$\$ R1	55 L \$		
39.68	39.43	ENTER CITY	NORTH BONNEVILLE			1 1		8A 23A 9A	23 4 02 0877 R1	55 L P		
39.75	39.50	ENT/EXIT R	VISITOR CENTER	OT	Y 1 1			8A 24A 9A	24 4 02 0877 R1	55 L P		
		ENT/EXIT L	BONNEVILLE TRAILHEAD	OT	Y							
40.02	39.77	MP MARKER R	40									
40.36	40.11	INTRSECTN R	CORP OF ENGR RD	OT	Y							
40.48	40.23	RR XING B	NUM 090141E STRUCTURE	OT	1 1			\$\$W 44P \$\$W	44 4 02 0877 R1	55 R P		
		BEG BRIDGE B	BN RR	ST								
			BRDG NUM 014/115									
40.54	40.29	END BRIDGE B	BN RR		1 1			8A 24A 9A	24 4 02 0877 R1	55 R P		
40.62B	40.37	BEG EQ	BEGIN BACK									
40.73B	40.48	INTRSECTN L	WAUNA LAKE RD	CT	N							
40.62	40.55	EQUATION	040.80B=040.62									
40.73	40.66	LEAVE CITY	NORTH BONNEVILLE		1 1			4A 24A 4A	24 4 02 \$\$\$\$ R1	55 R \$		
41.02	40.95	MP MARKER R	41									
41.45	41.38				1 1			8A 24A 8A	24 4 02	R1 55 R		
41.55	41.48	INTRSECTN R	BRIDGE OF THE GODS RD	CO	Y							
41.60	41.53	ENT/EXIT R	HISTORICAL MARKER	ST	Y							
41.67	41.60	ENT FROM R	HISTORICAL MARKER	ST	Y							
41.69	41.62	INTRSECTN L	ASH LAKE RD	CO	N							
41.76	41.69				1 1			4A 22A 4A	22 4 02	R1 55 R		
42.02	41.95	MP MARKER R	42									
42.10	42.03				1 1			6A 24A 6A	24 4 02	R1 55 R		
42.71	42.64	INTRSECTN L	ASH LAKE RD	CO	N							
42.90	42.83	MISC FEATR R	SGN FNT STEVENSON									

INTERSECTION DETAIL

-----TURN LANES-----

-----ACCELERATION LANES-----

INTERSECTION

NEAR B NEAR L FAR B FAR

LEFT=- L=CNTB R=CNTB RIGHT=

SRMP B ARM

NEAR R NEAR E FAR R FAR
GT WD LGT WD LGT WD LGT WD

LGT WD LGT WD LGT WD LGT WD

SRMII B ARM

100 100 100 100 100 100 100 100

EGI WD EGI WD EGI WD EGI WD
EGI WD EGI WD EGI WD EGI WD

38 55 38 30

04.13 05.13

38.55 38.50
30.75 30.50

04 12 .05 12
03 12 03 12

39.75 39.50
10.26 10.11

.03 12 .03 12
04 11

40.36 40.11

.04 11
24 10

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----										----CLASSIFICATIONS----					
SRMP	B ARM	FEATURE	ID	LR	DESCRIPTION	:DIRECTION TO INVENTORY		:DECREAS/DIV		:INCRES/UNDI SPC		----CLASSIFICATIONS----			
						: LEFT/RIGHT INDICATOR	: :	: -BRIDGE	: -UXING	NBR LFT	RHT	LFT	RHT USE TOT		
42.95	42.88														
42.99	42.92														
43.02	42.95	MP MARKER	R	43											
43.09	43.02	INTRSECTN	L		ROCK CREEK DR			CO	Y						
43.19	43.12									1 1					
43.90	43.83	BEG BRIDGE	B		ROCK CREEK			ST		1 1					
					BRDG NUM 014/118										
43.91	43.84	ENTER CITY			STEVENSON					1 1			C 23A	C	23 4 02 1250 R1
		BEG ST	I		SECOND ST										55 R P *
43.93	43.86	END BRIDGE	B		ROCK CREEK					1 1			3A 22A	3A	22 4 02 1250 R1
43.99	43.92	WYE CONN	R		FIRST ST			CT	Y						25 R P *
44.02	43.95	MP MARKER	R	44						1 1			3A 22A	10A	22 4 02 1250 R1
44.05	43.98	INTRSECTN	R		FIRST ST			CT	Y						25 R P *
44.06	43.99									1 1			\$\$C 36A	\$\$C	36 4 02 1250 R1
44.13	44.06	INTRSECTN	L		ROCK CREEK DR			CT	Y						25 R L *
44.16	44.09									1 1			10A 22A	10A	22 4 02 1250 R1
44.18	44.11	INTRSECTN	R		SEYMOUR ST			CT	Y	1 1			\$\$C 40A	\$\$C	40 4 02 1250 R1
44.26	44.19	INTRSECTN	B		RUSSELL AVE			CT	AF Y						25 R B *
44.35	44.28	INTRSECTN	R		LEAVENS ST			CT	Y						
44.43	44.36	INTRSECTN	R		COLUMBIA ST			CT	Y						
44.44	44.37	INTRSECTN	L		COLUMBIA ST			CT	Y						
44.55	44.48									1 1			C 36A	C	36 4 02 1250 R1
44.58	44.51									1 1			C 36A	C	36 4 02 1250 R1
44.60	44.53	INTRSECTN	L		FRANK JOHNS AVE			CT	Y						50 R P *
		INTRSECTN	R		FIRST ST			CT	Y						
44.61	44.54									1 1			C 38A	10A	38 4 02 1250 R1
44.64	44.57	MISC FEATR	L		SGN ENT STEVENSON					1 1			4A 22A	4A	22 4 02 1250 R1
44.65	44.58	END ST	I		SECOND ST					1 1			4A 22A	4A	22 4 02 1250 R1
		INTRSECTN	B		LUTHERAN CHURCH RD			CT	Y						50 R P \$
44.66	44.59	LEAVE CITY			STEVENSON					1 1			4A 22A	4A	22 4 02 \$\$\$\$ R1
44.68	44.61	WYE CONN	R		FIRST ST			CO	Y						50 R \$
45.02	44.95	MP MARKER	R	45											
45.13	45.06	INTRSECTN	R		STEVENSON CEMETERY RD			CO	N						
45.61	45.54									1 1			4A 24A	4A	24 4 02
45.73	45.66	INTRSECTN	L		NELSON CREEK RD			CO	Y						R1 50 R

INTERSECTION DETAIL

-----TURN LANES-----

-----ACCELERATION LANES-----

SRMP

B ARM

L NEAR

R NEAR

L FAR

R FAR

LEFT--

L-CNTR

R-CNTR

RIGHT-

LGT WD

1DOT-RNB160,T

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
STATE HIGHWAY LOG

DATE 05/05/05
TIME 17:17:35
PAGE 326

SR 014 MAINLINE

STATE ROUTE - SRS

COUNTY SKAMANIA

DOT DISTRICT 4

INTERSECTION DETAILS

-----TURN LANES-----

-----ACCELERATION LANES-----

www.ijmsc.org

L NEAR R NEAR L FAR R FAR

LEFT-- L-CNTR R-CNTR RIGHT--

— — — — —

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47.44 47.37

.05 12

47.47 47.40

.03 12

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY LOG

DATE 05/05/05
 TIME 17:17:35
 PAGE 327

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----									
SRMP	B	ARM	FEATURE	ID	LR	DESCRIPTION	CLASSIFICATIONS		
							-BRIDGE	DECRES/DIV	INCRES/UNDI SPC
							-----	-----	LEGAL
							UXING	NBR LFT	RHT
							XROAD	LNS SHD RDY SHD	MEDIAN
							SHD RDY SHD	LNS RDY	MTCE CITY ST SPEED T P S
							LOW TC L	D I W/S W/S W/S WD/S	BR W/S W/S W/S WID WID A SE NBR FC D
							W/S W/S W/S	WD/S BR W/S W/S W/S WID WID A SE NBR FC D	IB R K T
53.23	53.16						1 1		
53.99	53.92	MP MARKER	R	54				4A 24A	4A
55.00	54.93	MP MARKER	R	55				24 4	02
55.93	55.86	MP MARKER	R	56					
56.28	56.21	INTRSECTN	L	COOK-UNDERWOOD RD		CO	Y		
56.85	56.78	INTRSECTN	L	CO RD		CO	N		
56.87	56.80	BEG BRIDGE	B	L WHITE SALMON RIVER		ST	1 1	\$\$W 36P	\$\$W
				BRDG NUM 014/126				36 4	02
56.96	56.89	END BRIDGE	B	L WHITE SALMON RIVER			1 1	4A 24A	4A
56.99	56.92	MP MARKER	R	57				24 4	02
57.91	57.84	MP MARKER	R	58					
58.08	58.01	BEG TUNNEL	B	NO 1			1 1	\$\$C 24A	\$\$C
				TNNL NUM 014/128				24 4	02
58.10	58.03	END TUNNEL	B	NO 1			1 1	4A 24A	4A
58.45	58.38	BEG TUNNEL	B	NO 2			1 1	\$\$C 24A	\$\$C
				TNNL NUM 014/129				24 4	02
58.53	58.46	END TUNNEL	B	NO 2			1 1	4A 24A	4A
58.92	58.85	BEG TUNNEL	B	NO 3			1 1	\$\$C 24A	\$\$C
				TNNL NUM 014/130				24 4	02
58.97	58.90	END TUNNEL	B	NO 3			1 1	4A 24A	4A
58.99	58.92	MP MARKER	R	59				24 4	02
59.03	58.96	BEG BRIDGE	B	GULCH		ST	1 1	\$\$C 24A	\$\$C
				BRDG NUM 014/131				24 4	02
59.07	59.00	END BRIDGE	B	GULCH			1 1	4A 24A	4A
59.24	59.17	INTRSECTN	L	SHADDOX SPRINGS RD		CO	N	24 4	02
59.44	59.37	RR XING	B	NUM 90160J STRUCTURE			1 1	\$\$C 24A	\$\$C
		BEG BRIDGE	B	BN RR		ST		24 4	02
				BRDG NUM 014/132					
59.46	59.39	END BRIDGE	B	BN RR			1 1	4A 24A	4A
59.61	59.54	BEG TUNNEL	B	NO 4			1 1	\$\$C 24A	\$\$C
				TNNL NUM 014/133				24 4	02
59.66	59.59	END TUNNEL	B	NO 4			1 1	4A 24A	4A
59.95	59.88	MP MARKER	R	60				24 4	02
60.23	60.16	BEG TUNNEL	B	NO 5			1 1	\$\$C 24A	\$\$C
				TNNL NUM 014/134				24 4	02
60.27	60.20	END TUNNEL	B	NO 5			1 1	4A 24A	4A
60.88	60.81	MP MARKER	R	61				24 4	02
61.44	61.37	ENT/EXIT	R	FISH HATCHERY		ST	Y		
INTERSECTION DETAIL									
-----TURN LANES-----									
SRMP	B	ARM	L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR
			LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	LGT WD	RIGHT-
61.44	61.37				.04 12				

1DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
T R I P S S Y S T E M
STATE HIGHWAY LOG

DATE 05/05/05
TIME 17:17:35
PAGE 328

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY SKAMANIA

DOT DISTRICT 4

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLIKKITAT

DOT DISTRICT 4

INTERSECTION DETAIL

-----TURN LANES-----

-----ACCELERATION LANES-----

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L NEAR R N

LEFT-- L-CNTR R-CNTR RIGHT--

SRMP B ARM

LGT WD LGT

LGT WD LGT WD LGT WD LGT WD

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64.83 64.74

.04 13

65.08 64.99

.06

1DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY LOG

DATE 05/05/05
 TIME 17:17:35
 PAGE 330

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLICKITAT

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----									
SRMP	B ARM	FEATURE	ID	LR	DESCRIPTION	CLASSIFICATIONS			
						-BRIDGE	DECRES/DIV	INCRES/UNDI	SPC
						-UXING-	NBR	LFT	RHT
66.41	66.32	END ST	I	W	STEUBEN				
		BEG ST	I	E	STEUBEN				
		INTRSECTN	R	OAK ST		CT	AF	Y	
		INTRSECTN	L	SR 141		ST	AF	Y	
66.43	66.34					1	1		
66.47	66.38	INTRSECTN	B	MAPLE ST		CT	Y	1	1
66.54	66.45	INTRSECTN	L	CHEERY ST		CT	Y		
66.58	66.49					1	1		
66.60	66.51	INTRSECTN	L	CEDAR ST		CT	Y	1	1
66.66	66.57	INTRSECTN	L	ELM ST		CT	Y		
66.71	66.62	INTRSECTN	L	PINE ST		CT	Y	1	1
66.77	66.68	INTRSECTN	L	VINE ST		CT	Y	1	1
66.88	66.79	LEAVE CITY		BINGEN				1	1
		END ST	I	E STEUBEN					
66.96	66.87	MP MARKER	R	67					
67.00	66.91					1	1		
67.10	67.01	MISC FEATR	L	SGN ENT BINGEN					
67.92	67.83	MP MARKER	R	68					
69.72	69.63	INTRSECTN	L	COURTNEY RD		CO	N		
70.00	69.91	MP MARKER	R	70					
70.91	70.82	INTRSECTN	L	OLD HWY NO 8		CO	N		
70.99	70.90	MP MARKER	R	71					
71.99	71.90	MP MARKER	R	72					
72.98	72.89	MP MARKER	R	73					
73.93	73.84	REST AREA	R	CHAMBERLIN LAKE					
				CS 200191 Z446 MAJOR					
73.94	73.85	EXIT TO	R	REST AREA		ST	Y		
73.95	73.86	MP MARKER	R	74					
73.96	73.87	ENT FROM	R	REST AREA		ST	Y		
74.02	73.93	ENT/EXIT	R	REST AREA		ST	Y		
74.98	74.89	MP MARKER	R	75					
75.69	75.60	INTRSECTN	L	CANYON RD		CO	N	1	1
75.75	75.66	MISC FEATR	R	SGN ENT LYLE					
75.76	75.67	BEG BRIDGE B		KLICKITAT RIVER		ST		1	1
				BRDG NUM 014/212					
75.81	75.72	END BRIDGE B		KLICKITAT RIVER				1	1

INTERSECTION DETAIL

-----TURN LANES-----

-----ACCELERATION LANES-----

SRMP B ARM

L NEAR R NEAR L FAR R FAR

LEFT-- L-CNTR R-CNTR RIGHT-

LGT WD LGT WD LGT WD LGT WD

LGT WD LGT WD LGT WD LGT WD

66.41 66.32

.02 10

74.02 73.93

.04 11

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
TRIPS SYSTEM
STATE HIGHWAY LOG

DATE 05/05/05
TIME 17:17:35
PAGE 331

SR 014 MAINLINE

STATE ROUTE - SRS

COUNTY KLICKITAT

DOT DISTRICT 4

SR 014 MAINLINE

STATE ROUTE - SRS

COUNTY KLIKKITAT

DOT DISTRICT 4

INTERSECTION DETAILS

-----TURN LANES-----

-----ACCELERATION LANES-----

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NEAR R N

LEFT-- L-CNTR R-CNTR RIGHT--

SRMP B ARM

GT WD LGT

LGT WD LGT WD LGT WD LGT WD

— — — — —

83.53 83.44

83.57 83.48

.10 16

1DOT-RNB160J

STATE OF WASHINGTON - DEPARTMENT OF TRANSPORTATION
 T R I P S S Y S T E M
 STATE HIGHWAY LOG

DATE 05/05/05
 TIME 17:17:35
 PAGE 333

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLICKITAT

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----										
SRMP	B	ARM	FEATURE	ID	LR	DESCRIPTION	-BRIDGE DECREAS/DIV INCRES/UNDI SPC -----CLASSIFICATIONS-----			
							-UXING NBR LFT RHT LFT RHT USE TOT LEGAL			
							-XROAD LNS SHD RDY SHD MEDIAN SHD RDY SHD LNS RDY MTCE CITY ST SPEED T P S			
							LOW TC L D I W/S W/S W/S WD/S BR W/S W/S W/S WID WID A SE NBR FC D IB R K T			
94.45	94.36						1 1	3A 23A 6A	23 4 01	R1 60 R
94.90	94.81	MP MARKER	R 95				1 1	6A 23A 6A	23 4 01	R1 60 R
95.42	95.33						1 1	3A 23A 6A	23 4 01	R1 60 R
96.00	95.91	MP MARKER	R 96				1 1			
96.89	96.80	MP MARKER	R 97				1 1	3A 23A 3A	23 4 01	R1 60 R
97.01	96.92						1 1	3A 23A 6A	23 4 01	R1 60 R
97.50	97.41						1 1			
97.74	97.65	ENT/EXIT	R MARYHILL MUSEUM		ST	Y				
97.89	97.80	MP MARKER	R 98							
98.63	98.54	ENT/EXIT	R MARYHILL MUSEUM		ST	N 1 1		7A 23A 7A	23 4 01	R1 60 R
98.92	98.83	MP MARKER	R 99							
99.89	99.80	MP MARKER	R 100							
100.64	100.55	TRAF RCDR	B R076 7							
100.66	100.57	INTRSECTN	L SR 14 SPMARYHL (SPUR)		ST SS N					
100.73	100.64						1 1	2A 23A 2A	23 4 01	R1 60 R
100.77	100.68						1 1	2A 23A 2A	23 4 01	R1 55 R
100.88	100.79	MP MARKER	R 101							
100.99	100.90	INTRSECTN	L SR 97 S BND LANE		ST	N				
101.02	100.93	BEG COINCI	SR 097 MP002.31			\$ \$		\$ \$\$ \$ \$ \$ \$ \$	\$ \$\$ \$ \$ \$ \$	\$ \$ \$ \$ \$ \$
		END CTLSEC	CONTROL SECTION 2001							
		INTRSECTN	L SR 97 N BND LANE		ST	Y				
101.44	101.35	BEG CTLSEC	CONTROL SECTION 2032				1 1			
		INTRSECTN	R SR 97		ST	Y				
		END COINCI	SR 097 MP001.89							
101.64	101.55						1 1			
102.00	101.91	MP MARKER	R 102							
102.27	102.18	TRAF RCDR	B R077 7							
102.32	102.23									
102.40	102.31	INTRSECTN	R MARYHILL RD		CO	N 1 1		3A 23A 3A	23 4 01	R3 65 R
102.64	102.55	INTRSECTN	L CO RD		CO	N		6A 23A 8A	23 4 01	R3 65 R
103.00	102.91	MP MARKER	R 103							
104.00	103.91	MP MARKER	R 104							
105.00	104.91	MP MARKER	R 105							
106.00	105.91	MP MARKER	R 106							
107.01	106.92	MP MARKER	R 107							
108.01	107.92	MP MARKER	R 108							

INTERSECTION DETAIL

-----TURN LANES-----

L NEAR	R NEAR	L FAR	R FAR	LEFT--	L-CNTR	R-CNTR	RIGHT-
LGT WD							
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97.74	97.65	.03 11
101.44	101.35	.03 13

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLICKITAT

DOT DISTRICT 4

SR 014 MAINLINE

STATE ROUTE - SRSH

COUNTY KLICKITAT

DOT DISTRICT 4

-----WIDTH AND SURFACE INFORMATION-----													
SRMP	B ARM	FEATURE	ID	LR	DESCRIPTION	-BRIDGE	DECRES/DIV	INCRES/UNDI	SPC	-----CLASSIFICATIONS---			
						-UXING-	NBR	LFT	RHT	LFT	RHT	USE TOT	LEGAL
						-XROAD-	LNS	SHD RDY	SHD	MEDIAN-	SHD RDY	SHD LNS RDY	MTCE CITY ST SPEED T P S
LOW	TC	L D	I W/S	W/S	W/S WD/S	BR W/S	W/S WID WID A	SE NBR FC D	IB R K T				
134.17	134.08					1 1		6A 24A 7A	24 4 01	R3 65 R			
134.29	134.20	BEG BRIDGE	B		WOOD CREEK		ST 1 1	\$\$C 26P \$\$C	26 4 01	R3 65 R			
134.31	134.22	END BRIDGE	B		WOOD CREEK			7B 22B 7B	22 4 01	R3 65 R			
134.35	134.26	INTRSECTN	B		ROOSEVELT GRADE RD		CO N						
134.70	134.61	INTRSECTN	L		CO RD		CO N						
134.75	134.66	MISC FEATR	L		SGN ENT ROOSEVELT								
134.99	134.90	MP MARKER	R		135								
135.99	135.90	MP MARKER	R		136								
136.99	136.90	MP MARKER	R		137								
137.99	137.90	MP MARKER	R		138								
139.00	138.91	MP MARKER	R		139								
140.00	139.91	MP MARKER	R		140								
140.80	140.71	BEG BRIDGE	B		PINE CREEK		ST 1 1	\$\$\$ 36B \$\$\$	36 4 01	R3 65 R			
					BRDG NUM 014/248C								
140.81	140.72	END BRIDGE	B		PINE CREEK		1 1	7B 22B 7B	22 4 01	R3 65 R			
141.00	140.91	MP MARKER	R		141								
141.44	141.35	INTRSECTN	R		CO RD		CO Y						
142.00	141.91	MP MARKER	R		142								
143.01	142.92	MP MARKER	R		143								
144.01	143.92	MP MARKER	R		144								
145.01	144.92	MP MARKER	R		145								
146.01	145.92	MP MARKER	R		146								
147.02	146.93	MP MARKER	R		147								
148.02	147.93	MP MARKER	R		148								
148.95	148.86	INTRSECTN	L		ALDERDALE BOAT LAUNCH RD	CO	N						
149.01	148.92	MP MARKER	R		149								
149.06	148.97	BEG BRIDGE	B		ALDER CREEK		ST 1 1	\$\$C 28A \$\$C	28 4 01	R3 65 R			
					BRDG NUM 014/250								
149.10	149.01	END BRIDGE	B		ALDER CREEK		1 1	8B 22B 8B	22 4 01	R3 65 R			
149.26	149.17	INTRSECTN	L		ALDERDALE RD		CO N						
150.01	149.92	MP MARKER	R		150								
151.01	150.92	MP MARKER	R		151								
152.01	151.92	MP MARKER	R		152								
152.24	152.15	LEAVE DIST			4								
		END CTLSEC			CONTROL SECTION 2032								
		LEAVE CO			KLICKITAT								

INTERSECTION DETAIL

-----TURN LANES-----

-----ACCELERATION LANES-----

SRMP B ARM

L NEAR R NEAR L FAR R FAR

LEFT-- L-CNTR R-CNTR RIGHT-

LGT WD LGT WD LGT WD LGT WD

LGT WD LGT WD LGT WD LGT WD

141.44 141.35

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